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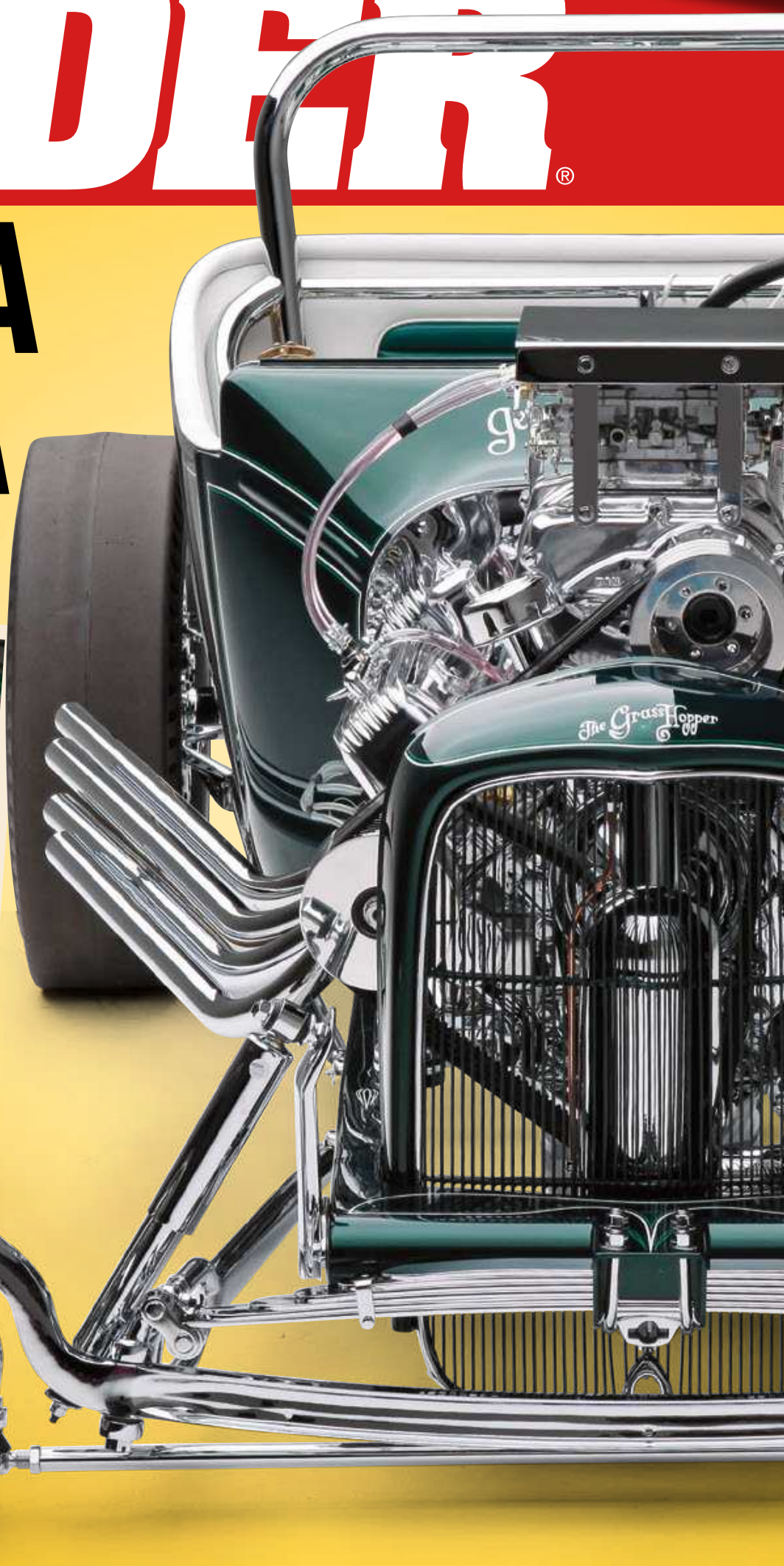
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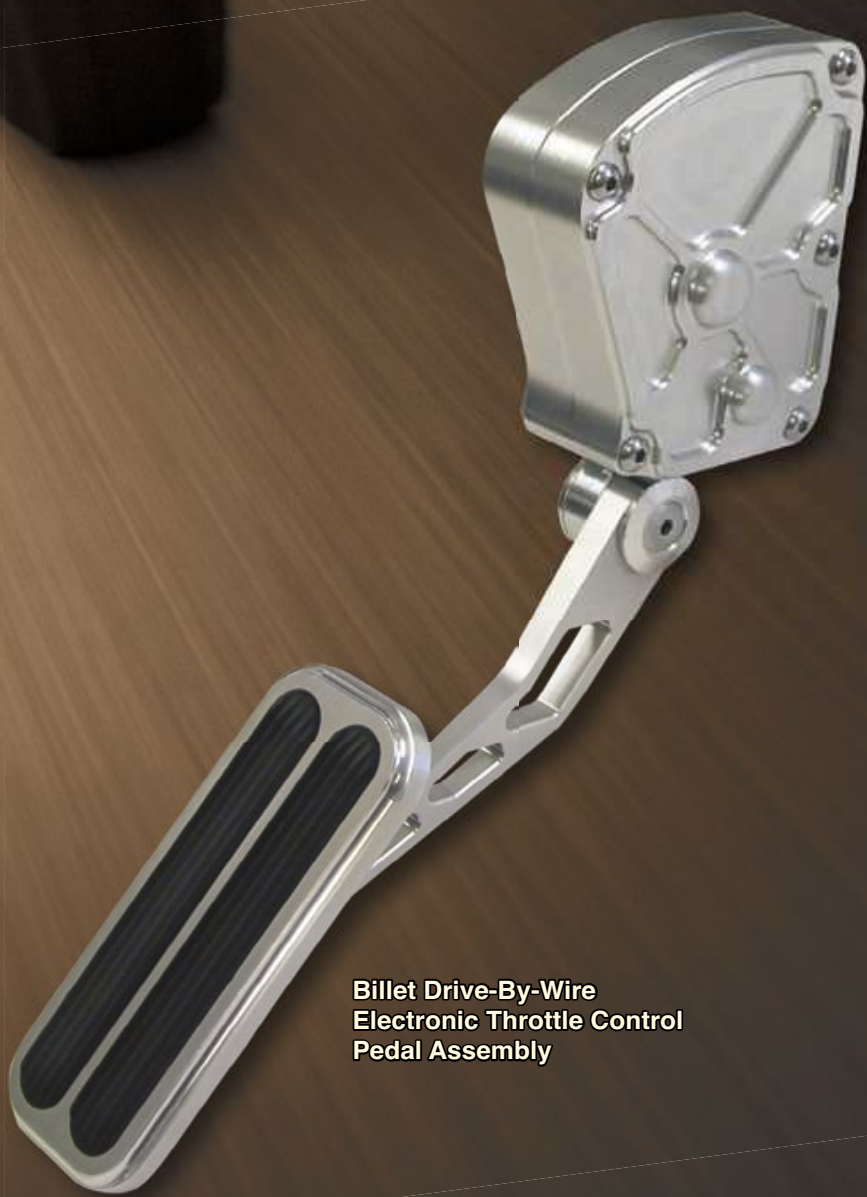


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★ **ON THE COVER:** The original Grasshopper 1915 Ford Model T roadster was created by John Geraghty (with John Crawford) in the late '50s. A success on the dragstrip as well as at car shows (and a popular Monogram kit), the historically fascinating hot rod changed hands and was parted out until it basically evaporated. This reproduction, painstakingly replicated by Dave Shuten for owner Beau Boeckmann, debuted at the 2015 Grand National Roadster Show to compete for the America's Most Beautiful Roadster award. We've got the amazing story of the original and its new twin. Photography by Eric Geisert. ★ **INSET:** There's no mistaking this phantom '28 Ford roadster for any rod you've ever seen. Inspired by a Model A, Randy Northuis' completely fabricated roadster pickup combines street rod and IndyCar styling—along with one of the wildest engine setups you've ever seen! Photography by Chuck Vranas.



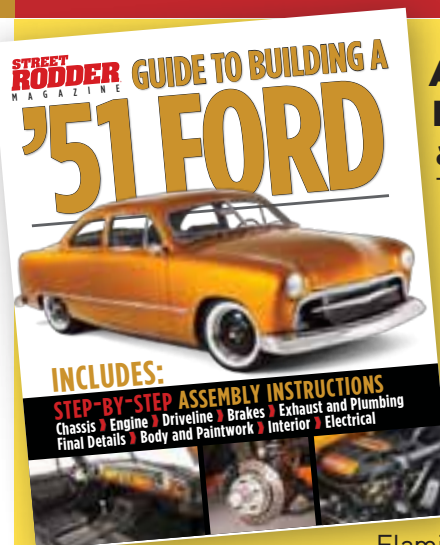
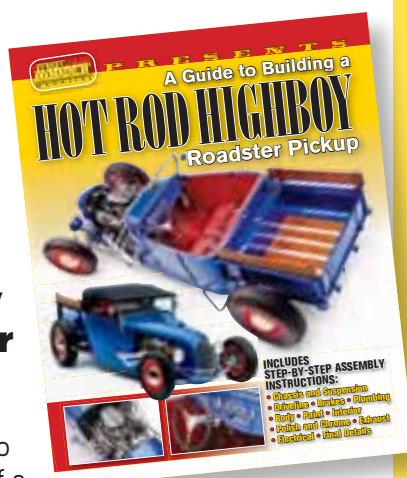
Guide to Building a Tri-Five Chevy

Follow along as Woody's Street Rodz builds the 2011 AMSOIL/STREET RODDER Road Tour car

from the ground up. You'll see the latest techniques in everything from frame construction, suspension improvements, running gear updates, engine swaps, interior refinements, electrical system improvements as well as paint and body work tips to and including applying traditional flames. **\$19.95 + S&H**

A Guide to Building a Hot Rod Highboy Roadster Pickup

This manual shows how to build yourself a hot rod roadster pickup with the looks of a vintage hot rod but the modern performance found in today's components. We document the construction of this hot rod roadster pickup while at the shop of Zane Cullen's Creative Concepts, one of the country's premier builders. Based on a custom Shadow Rods '32 Ford chassis with an I-beam frontend, Super Bell spindles, steering arms, Wilwood disc brakes and a 427-inch small-block Ford engine. The enhanced Model T ('27) roadster pickup body is shaped to fit the more robust dimensions of the '32 Ford frame. **\$19.95 + S&H**



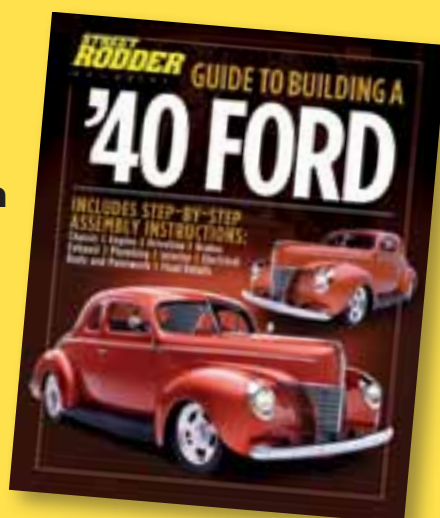
A Guide to Building a '51 Ford

The 2013 AMSOIL/STREET RODDER Road Tour '51 Ford project began with a Fatman '49-51 Ford chassis complete with stainless steel IFS control arms, front and rear sway bars, a

Flaming River manual rack-and-pinion, QA1 ProMa Star adjustable shocks, Wilwood disc brakes, a Dynotech driveshaft linked to a Ford 9-inch fitted with 4.11 gears and a limited-slip differential. Not to mention that our shoebox is powered by the latest from Ford Racing Performance: the EcoBoost 3.5L twin-turbo V-6 and a Ford 6R80 automatic overdrive. The Honest Charley Garage crew went to work on the body, using Dennis Carpenter Ford Restoration patch panels and shaving the taillight spears. You also may notice the top chop, 2 inches in front and 3-1/2 inches in back, and that the car is channeled. The result, a full custom '51 Ford Tudor that only took HCG ten months to complete, which includes installing an HCG custom interior with custom dash, bucket seats and a magnificent center console. Shoebox Ford lovers will need to own this book! **\$19.95 + S&H**

Guide to Building a '40 Ford

A complete start-to-finish manual on building a classic '39-40 Ford. Using an all-new Dennis Carpenter Ford Restoration Parts body for our Road Tour coupe, this book covers all phases of construction from the ground up. This manual includes chapters covering the chassis, engine, driveline, brakes, cooling, bodywork, paint, interior, and more. **\$19.95 + S&H**



Building a '49-54 Chevy

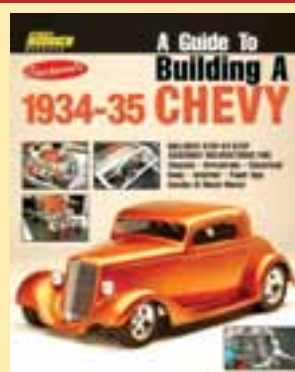
A trend-setting guide to building the hottest new cars on the street rod scene —'49-54 Chevrolets. With quality construction and attention to detail Woody's Hot Rodz is known for, the ride and handling offered by the Art Morrison chassis and the performance of the Smeding "stroker" small-block and Gearstar overdrive automatic our '52 Chevy sets the standard for a new era in street rodding. In short it combines contemporary road manners and passenger comfort with classic '50s automotive architecture. **\$19.95 + S&H**



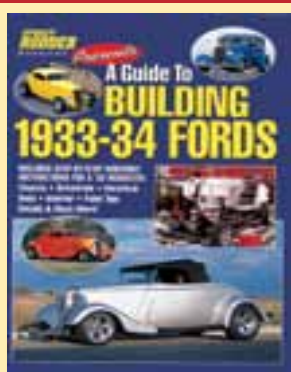
A Guide to Building a '33-34 Ford

A detailed look at Ford's milestone Model 40 for 1933 and 34. Starting with Henry's gamble to develop an entirely new car on the heels of the Deuce, we trace the development of the Model 40, detail the difference between '33s and '34s, and look at the impact they had on hot rodding. We then document the construction of an American Speed Company Speed33 from start to finish. **\$19.95 + S&H**

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JUNE 5 - 13

[1] THE NHRA MOTORSPORTS MUSEUM TOUR
NHRA MOTORSPORTS MUSEUM POMONA, CA – AUSTIN, TX



JUNE 13 - 20

[2] THE VINTAGE AIR TOUR
VINTAGE AIR, SAN ANTONIO, TX – NHRA BOWLING GREEN
HOT ROD REUNION, BOWLING GREEN, KY



JUNE 19 - 28

[3] THE DEVLIN ROD AND CUSTOMS TOUR
BOWLING GREEN HOT ROD REUNION –
NSRA ROCKY MOUNTAIN NATIONALS, PUEBLO, CO



JULY 17 - 25

[4] THE EASTWOOD SUMMER CLASSIC TOUR
THE SYRACUSE NATIONALS, SYRACUSE, NY –
THE EASTWOOD SUMMER CLASSIC, POTTSTOWN PA



AUGUST 6 - 15

[5] THE AUTOPALOOZA TOUR
THE NSRA STREET ROD NATIONALS, LOUISVILLE, KY –
THE WOODWARD DREAM CRUISE, DETROIT, MI



SEPTEMBER 4 - 12

[6] THE SHADES OF THE PAST TOUR
THE AUBURN FALL SWAP MEET & AUCTION, AUBURN, IN. –
SHADES OF THE PAST, PIGEON FORGE, TN



SEPTEMBER 11 - 20

[7] THE DYNAMAT TOUR
THE SHADES OF THE PAST, PIGEON FORGE, TN –
NSRA NORTHEAST NATIONALS, BURLINGTON, VT



OCTOBER 17 - 25

[8] THE SHERB'S CUSTOM PLATING TOUR
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BY JERRY DIXEY

The Latest 2015 ARP/STREET RODDER Road Tour Information

The Shades of the Past and Dynamat Road Tours—See You In September!

We have two great ARP/STREET RODDER Road Tours planned for September.

◆The Shades of the Past Tour September 4-12

The Auburn Fall Swap Meet and Auction, Auburn, Indiana, to Shades of the Past, Pigeon Forge, Tennessee

The week kicks off Labor Day Weekend in Auburn. We will be visiting the many museums in Auburn and attending all of the Labor Day festivities. We will be special guests at the huge swap meet and auction on Friday and Saturday. Sunday we head to Indianapolis and will spend Sunday and Monday visiting museums and private car collections in the area. Monday is also the finals of the NHRA U.S. Nationals in Indy.

Tuesday we will be visiting Restoration 32 where they specialize in gas pump and neon sign restoration. We will continue on to Louisville where we will get together Tuesday evening for a party with local rodders. Wednesday we will make a stop on the famous Kentucky Bourbon Trail and continue on to Nashville. Wednesday evening we will be special guests at a party hosted by the folks at Greening Auto, builders of the Ridler-winning '55 Ford Thunderbird in 2012. Thursday we will arrive in Pigeon Forge and attend the Shades of the Past Hot Rod Roundup on Friday and Saturday. We will have a hospitality tent and special parking.

◆The Dynamat Tour September 11-20

Shades of the Past, Pigeon Forge, Tennessee, to the NSRA Northeast Street Rod Nationals, Burlington, Vermont

We will spend Friday and Saturday at the Shades of the Past event in Pigeon Forge. We will head out Sunday morning and make a stop at the famous Biltmore Mansion in North Carolina. It will be a beautiful drive across Virginia to Charlottesville on Sunday evening. Monday we cross Chesapeake Bay and have lunch at a very special private auto collection. Monday afternoon we visit One Off Rod and Custom in Delaware for dinner and a shop tour. Tuesday we head north



to Hershey, Pennsylvania, where we will enjoy lunch at the AACA Museum hosted by Dynamat. Tuesday evening we will be treated to dinner in Syracuse, compliments of the Right Coast Association.

Wednesday we make a return visit to the Fort Drum Army base near Watertown, New York, where we will get a chance meet the men and women who protect our freedom and the amazing military equipment they use to achieve that goal. On Thursday we travel across the beautiful Adirondack Mountains, through Lake Placid and on to Lake Champlain where we will take a ferry across to Burlington, Vermont. We will spend the weekend at the NSRA Northeast Nationals Plus where we will enjoy a hospitality tent and special parking all three days.



It is going to be a September to remember on the Shades of the Past and Dynamat Road Tours!

◆The Sherm's Custom Plating Tour October 17-25

San Diego, California, to the NHRA California Hot Rod Reunion, Bakersfield, California

We again have a great week planned on the Sherm's Custom Plating Tour. Starting with Friday and Saturday in Escondido, California, we continue on to the Huntington Beach area on Sunday and Monday, visiting museums, private collections, and shops along the way. Tuesday we visit Starlite Rod and Kustom and head north to the beach area of Ventura and Oxnard where we will visit the facilities of ARP and Wilwood Brakes. We will arrive in Bakersfield on Thursday and spend the weekend at the NHRA California Hot Rod Reunion.



Go to streetrod.com for a complete 2015 ARP/STREET RODDER Road Tour schedule and to register online for any or all of our remaining Tours for 2015. Call the ARP/STREET RODDER Road Tour hotline at (800) 664-1362 with questions.

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Tex Smith: The Death of a Pioneer

♦ **Over the course** of the last few months many of us have read about the death of LeRoi “Tex” Smith, one of the automotive industry’s true iconic figures. Tex left all of us in his rearview mirror on the evening of June 11, 2015, while at his home in Australia, succumbing to a lingering illness. He had spent his last years living with his current family in Australia where he had cultivated an entirely new grouping of hot rod friends while others within his family remained stateside. There will be more coming on the life and times of LeRoi “Tex” Smith but for now let me give you a glimmer of insight into a man who was at the core of the hot rod movement, as well as at the very foundation of the automotive publishing industry.

For starters, Tex is a nickname he picked up as a teenager living in Oklahoma—Oklahoma, not Texas! He once brought home a Levi-style jacket that already had the name “Tex” riveted onto it. Hence the nickname, and if you knew Tex this was such a typical story coming from a very proud man who professed his love for his Native American (Cherokee) heritage and culture. He also served proudly in the U.S. Air Force during the early '50s as a fighter pilot. It was during this service that he came to know another legend—Wally Parks of both *Hot Rod* magazine fame (as its editor) and later worldwide recognition as the founder/leader of the National Hot Rod Association.

Tex had a true love of all things automotive, coming from a family well versed in the body and paint business, and as a lifelong tinkerer of hot rods. He played semi-pro baseball, something else that he maintained his love for throughout his life. While in the service he had developed a friendship with Parks and when Tex finished his military service Parks offered him a job at the National Hot Rod Association and later *Hot Rod* in 1957. It was a friendship that lasted a lifetime and yielded an incredible body of work. Another one of those lifetime friendships cultivated from behind the keyboard and camera



was another *Hot Rod* staffer, Tom Medley of “Stroker McGurk” fame. The two of them would prove inseparable for the remainder of Medley’s life (who died in 2014). The two may have spent more time fishing and telling each other stories than working on magazine projects but theirs was truly a friendship without parallel.

Tex had many qualities, but most endearing and enduring of these had to be his ability to tell a story, spin a tale, make a friend, but it was his infectious smile and laughter that all of us who knew him remember the most. It’s difficult to now know that smile and laughter will forever be still—something difficult to accept.

Tex was a builder of cars as well as magazine stories. He wrote hundreds of stories and published a substantial number of books, most dealing with the automotive and more specifically the hot rod world. One of his printed works, *We Came In Peace*, sold over 4 million copies, and that was about the first moon landing. To many he will be



remembered not only for his time spent on staff of *Hot Rod* but as the co-founder of *STREET RODDER* magazine, one of several titles that were launched through McMullen Publishing (along with the late Tom McMullen). He was also around for the founding of the National Street Rod Association, being closely linked to the first street rod nationals and the development of the NSRA itself.

His true love was the hot rod but it was the garage that gave him the solace he needed. He told me on many occasions that the time he spent in the garage was therapeutic. It allowed him to develop and seal his bond with the audience he was writing to inform and entertain. He was a pretty good fabricator, would tackle upholstery work or stitching a top in a heartbeat, and was an above-average bodyman and painter. He had several well-known hot rods resulting from his association with magazines and as one of the earliest members of the L.A. Roadsters. He

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would tell many stories through his writings about these first rod runs and the beginnings of the Roadster Round Ups. These stories would give momentum to the slowly evolving "street rod" movement that began in the late '60s but would really pick up steam in the early '70s and explode onto the automotive scene by the late '70s.

The best known of his hot rods was the XR-6 (which stood for "experimental roadster with six-cylinder power—in fact, it was a Chrysler Slant-6). It appeared in multiple issues of *Hot Rod*, eventually appearing on the Aug. '63 cover. The roadster also took home the coveted America's Most Beautiful Roadster 9-foot trophy from the Grand National Roadster Show in February of the same year.

The design for the XR-6 came from the pen and paper of Steve Swaja who at the time was a student at the nearby Art Center. Bob Greene was the managing editor at *Hot Rod* and was the one who told Tex that the build would make great editorial and hence the project began in earnest. Tex went home and began welding up the frame and installing the powertrain and suspension. There would be many others involved in the project before its completion but what was happening was the first of the handbuilt, one-of-a-kind roadsters was born. Something all of us take for granted now but the XR-6 was the first of its kind.

Tex was an innovative hot rodder, a creative writer, and a tremendous mentor for many future journalists. It was the content of his character that attracted so many would-be automotive journalists (myself included). The list of those fledgling journalists who today owe their keyboards to Tex is significant. Tex, we will miss you but you have trained us well.

To see more images of Tex's life visit: <http://bit.ly/1GCoJCK>.

B. Brennan
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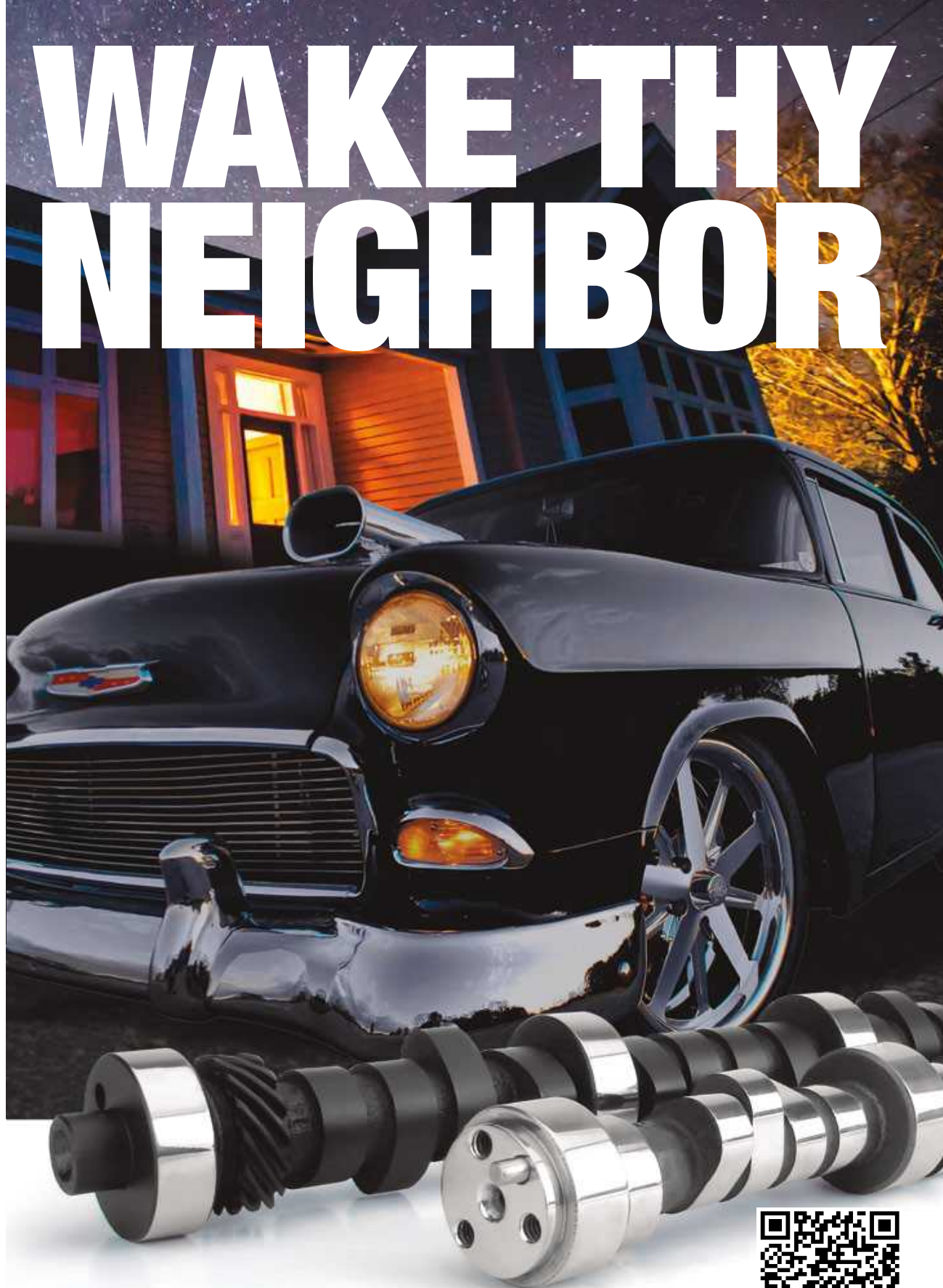
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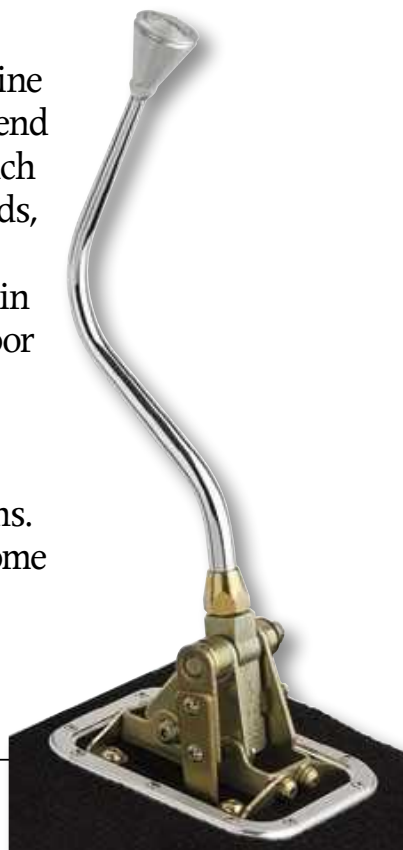
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EDITED BY TIM BERNSAU

★Darryl Starbird's Show Awards A Fortune To This El Camino Custom

At the 51st Annual Darryl Starbird's Rod and Custom Car Show in Tulsa earlier this year, this stunning '60 Chevy El Camino won the prestigious Go For The Gold award, which comes with a cash prize of \$10,000.

The amazing custom is owned by Mike and Rita Garner, and was built by Keith "Kid" Dean at South End Kustom in Hemet, California. Powered by a Hilborn-injected Chevy small-block, the Garners' gold pearl Elky is reminiscent of the style of custom built by artists like Starbird, George Barris, and Dean's father Dick Dean back in the golden era of show customs.

The award was presented at the River Spirit Center Fairgrounds in Tulsa, Oklahoma, where more than 1,000 knockout vehicles showed off at the proclaimed largest indoor rod and custom show in the United States.

In 1964, famed customizer Darryl Starbird presented the first Rod and Custom Car Show. Half a century later, the show and the hobby are both stronger than ever!

Of all the activities and attractions at Starbird's epic event, the big attraction is the Go For The Gold, presented to the vehicle demonstrating "the combination of creativity, workmanship,

execution, and individual design with imagination."

The annual winner is chosen from a field of nine finalists, known as the Fine Nine Award. Go For The Gold is the top prize, given to the car that "aspires to push the limits on automotive design and execution."

This was not the first prestigious recognition for the car, nicknamed Triton. At the 2015 Grand National Roadster Show it was the recipient of the Barris D'Elegance award, presented by George Barris.

Get more information about the 51st Annual Darryl Starbird's Rod



◆ Mike Garner, Darryl Starbird, and Keith "Kid" Dean.

and Custom Car Show, including photos for the other Go For The Gold finalists in the Fine Nine category on the *STREET RODDER* website at <http://bit.ly/1IKsAhw>.

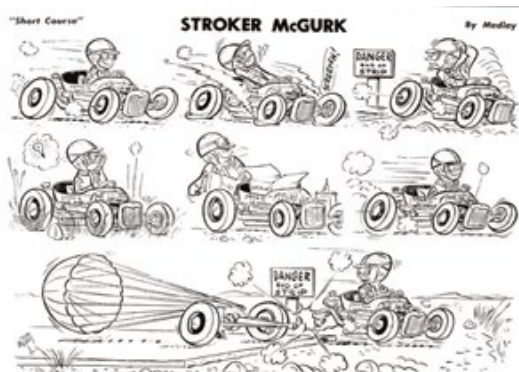


★Tom Medley Memorabilia Available Online

Earlier this year, *STREET RODDER* reported on the cool new Stroker McGurk T-shirts now manufactured by Badcock Jones and featuring the artwork of the legendary cartoonist (and lifelong hot rodder) Tom Medley (see the story at <http://bit.ly/1HQj7Ev>).

Since then, a new website has been created to showcase even more of Tom Medley's extraordinary work. At strokerbymedley.com you will find artwork, books, apparel, and memorabilia created by the man who created Stroker McGurk, also helped establish the Street Rod Nationals, was one of the forefathers of *Hot Rod* magazine, and contributed more to the hobby of hot rodding than just about anyone.

The website offers select books (signed by Medley, who died in 2014), rare decals, prints of cartoon strips and photos, and the previously mentioned apparel featuring Medley's crazy sense of



◆ The Stroker McGurk cartoon "Short Course" appeared in *Hot Rod* magazine a few years before parachutes were common equipment on non-cartoon hot rods.

humor and every hot rodder's alter ego, Stroker McGurk. We anticipate that more items will be made available as the site grows.

One of the many initial offerings

at strokerbymedley.com—and one of our favorites—is a print reproduction of the Stroker McGurk comic strip "Short Course." This reprinted cartoon originally appeared in the pages of *Hot Rod* magazine more than half a century ago, but the humor, and relevancy, will appeal to even young (under 50) hot rodgers today. Other available material includes Tom Medley's artistic photograph of Ak Miller behind the wheel of his famous record-setting '27 Ford Model T roadster at the Bonneville Salt Flats in 1952, as well as signed copies of Medley's *Hot Rod History* book. Check it out.

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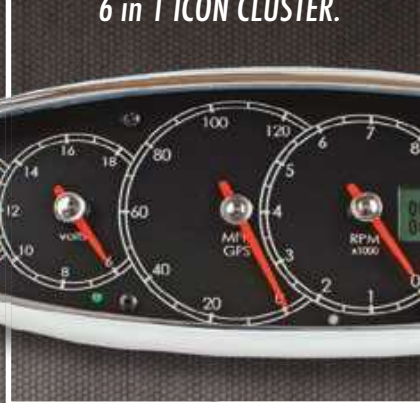
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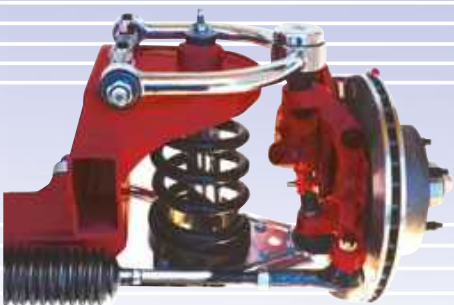
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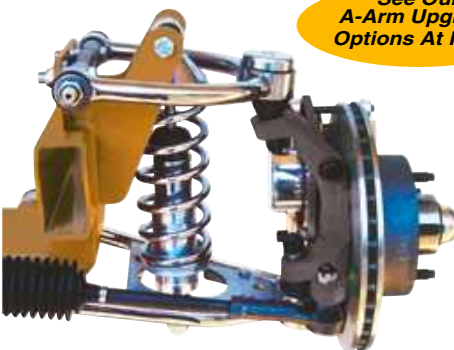
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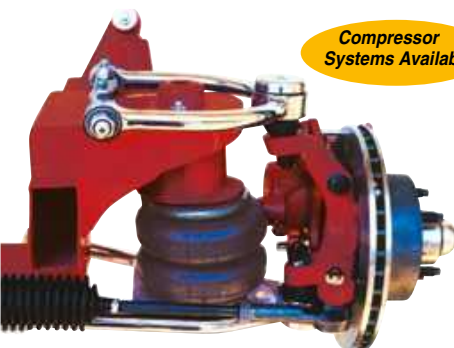
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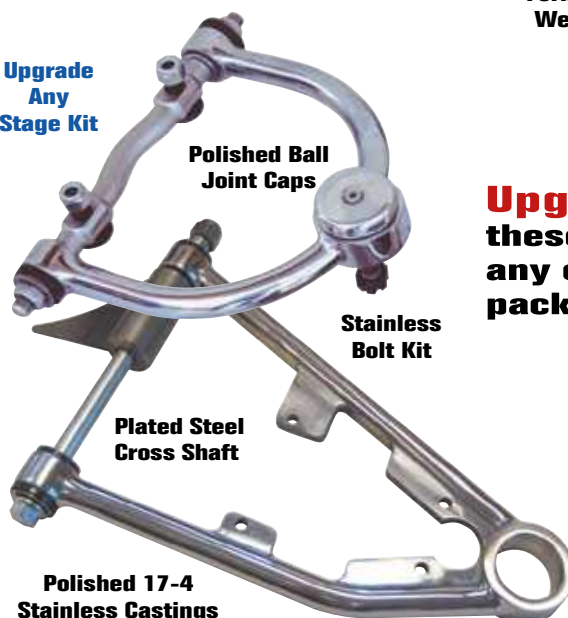
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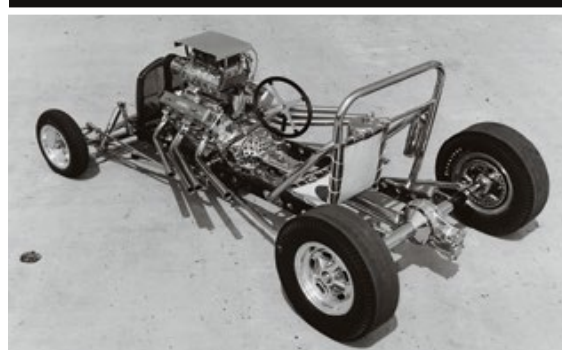
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♦ Editor's Note: Shortly after this photo was taken John Geraghty (right) died. All of us at *STREET RODDER* are thankful that he was able to see his creation expertly recreated by Dave Shuten (left). —B.B.

THE GRASSHOPPER

Cloning of an Influential Show-Go Roadster

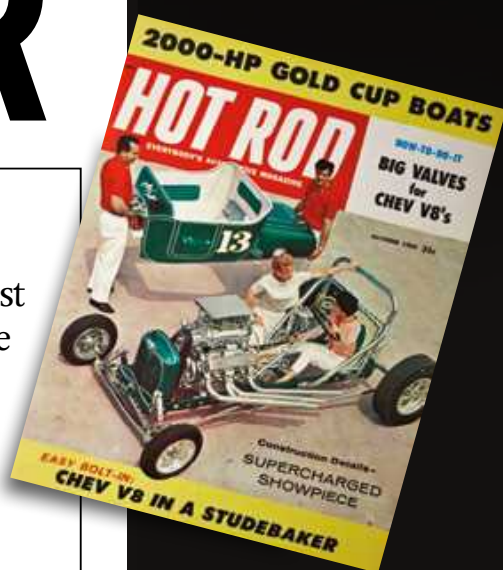
Before anyone can understand why the clone of a highly customized 1915 Ford roadster had to be fabricated you must first understand the era from which the original was built. In the late '50s to early '60s hot rodding was exploding across America, the time frame now generally considered the Golden Age of the hobby.

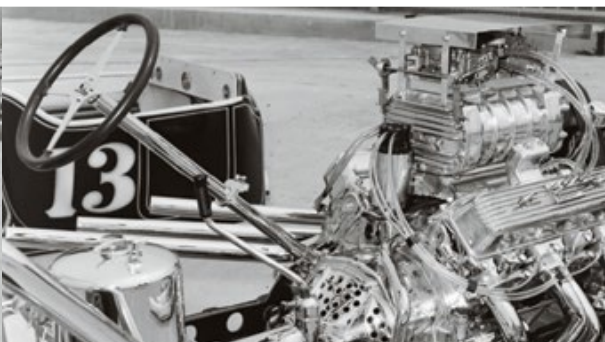
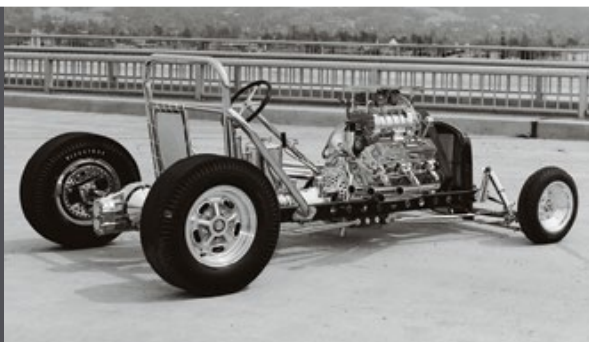
With what for most had started only a decade earlier, enthusiasts were flocking to organized drag races and circle track venues, magazines such as *Hot Rod*, *Hop Up*, *Rod & Custom*, and *Car Craft* were showing readers how cool the hobby was, aftermarket companies headed by Vic Edelbrock and Ted Halibrand supplied the correct parts to update rides, and Chevrolet debuted their overhead valve small-block V-8, which literally changed the face of hot rodding and racing overnight. Young Americans were not only figuring out if you owned a car you had freedom, but if you had a custom or a hot rod, you were part of the "in" crowd.

No one really knows when the first drag race happened, but it's a safe bet it happened the first time two horseless carriage owners found themselves going in the same direction at the same time. Over the decades most race cars were purpose-built, with body panels removed for less weight, and the engines modified and tuned to perfection. But that doesn't mean they couldn't look good as well.

Chrome, which everyone knows looks good but does nothing to aid speed, was creeping into the hot rodding scene, though only sporadically at first. Art Chrisman's famous #25 lakes 'n' strip Model T racer from the '40s and '50s had chromed axle tubes and nice paint, and the Ala Kart, the first two-time winner of Most Beautiful Roadster award at the National Roadster Show in 1958 and 1959, featured a lot of chrome in its build.

By **ERIC GEISERT** | Photography by the **AUTHOR AND COURTESY OF THE PETERSEN ARCHIVES**





THE GRASSHOPPER

In October 1959 a 1915 one-door Model T roadster made the cover of *Hot Rod* magazine, and the car featured both an impressive engine along with a show-winning profile. The Grasshopper (not to be confused with the Model A truck of the same name—and nearly the same color built by the A Brothers in Detroit a year earlier) was the result of the work by John Geraghty (with help from his friend, John Crawford), who built the car over an amazingly short two-month time frame. Geraghty, a drag racer and one-time owner of the severely chopped Art Chrisman coupe, ran Geraghty Automotive in Eagle Rock, California, and the car showcased what Geraghty was capable of (he'd also worked on the engine for the *Rod & Custom Dream Truck* a few years earlier).

The translucent glamour green lacquer Grasshopper (the same color

previously used on Geraghty's '40 Ford convertible customized by Gil Ayala) was a true show 'n' go hot rod, but only because it came with two different engines. One engine—the chromed-out show version—was the one seen on the cover of *Hot Rod* magazine, and it was without internals—only front and rear mains held the crank in so pulleys could be bolted on. But the other one—the go-motor—was a fire-breathing beast.

Geraghty says back in the late '50s his shop was the first in SoCal to own a 400hp chassis dyno, and the engine he built to go racing in the Grasshopper delivered over 800 hp, enabling the little green roadster to blast down Irwindale's quarter-mile dragstrip in the low 9s at over 150 mph! Geraghty also states the car “had too much horsepower, and it would twist

the frame” due to the enormous amount of torque produced. He says the car “always went right, and smoked the 9-inch-wide slicks” every opportunity it was given. He adds, “You had no choice—it was either on or off.”

After its magazine debut the Grasshopper became so popular model car company Monogram decided to offer a 1/24 scale kit of the car in 1960 (renaming it The Green Hornet), three years before AMT released a 1/25 scale model of the Ala Kart. John had also taken the car to the very first Fresno Autorama in 1958 and was friends with Blackie Gejeian. When Geraghty sold the Chrisman coupe to car customizer George Barris, parts were taken off the Grasshopper (including the fully chromed 'n' blown Olds engine) to update the coupe for use in the *Many Loves of Dobie Gillis* television show.

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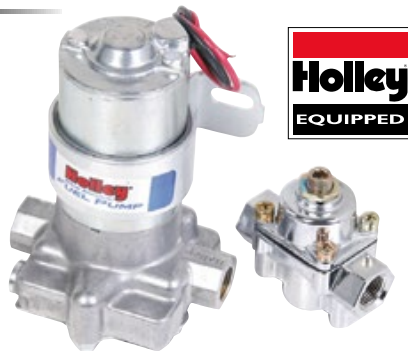


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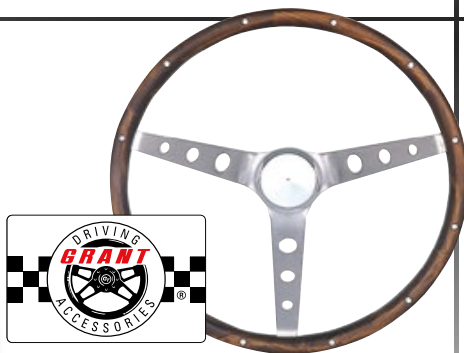
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THE GRASSHOPPER

When legendary car show promoter Bob Larivee bought the Chrisman coupe years later from Barris (Larivee remembers paying \$3,200 for it), Bob wanted Chrisman to restore the car to its original drag racing livery. Larivee says "The motor never ran, so Chrisman took it out." As it turns out, that motor was the dummy show-only motor. Geraghty sold the drag motor back in the day for \$10,000 to another racer from Oklahoma who continued racing with it. Without its engines, The Grasshopper continued to be pieced out, with the front suspension going to a friend, but Geraghty doesn't remember where the body or rails ended up.

In the early '60s there was no way to know The Grasshopper would be as influential as it would eventually become after its debut on *Hot Rod* magazine's cover or after thousands of others bought and built the scale model of it. But now, more than 50 years later, the little roadster was about to be reintroduced to the hot rodding public via builder

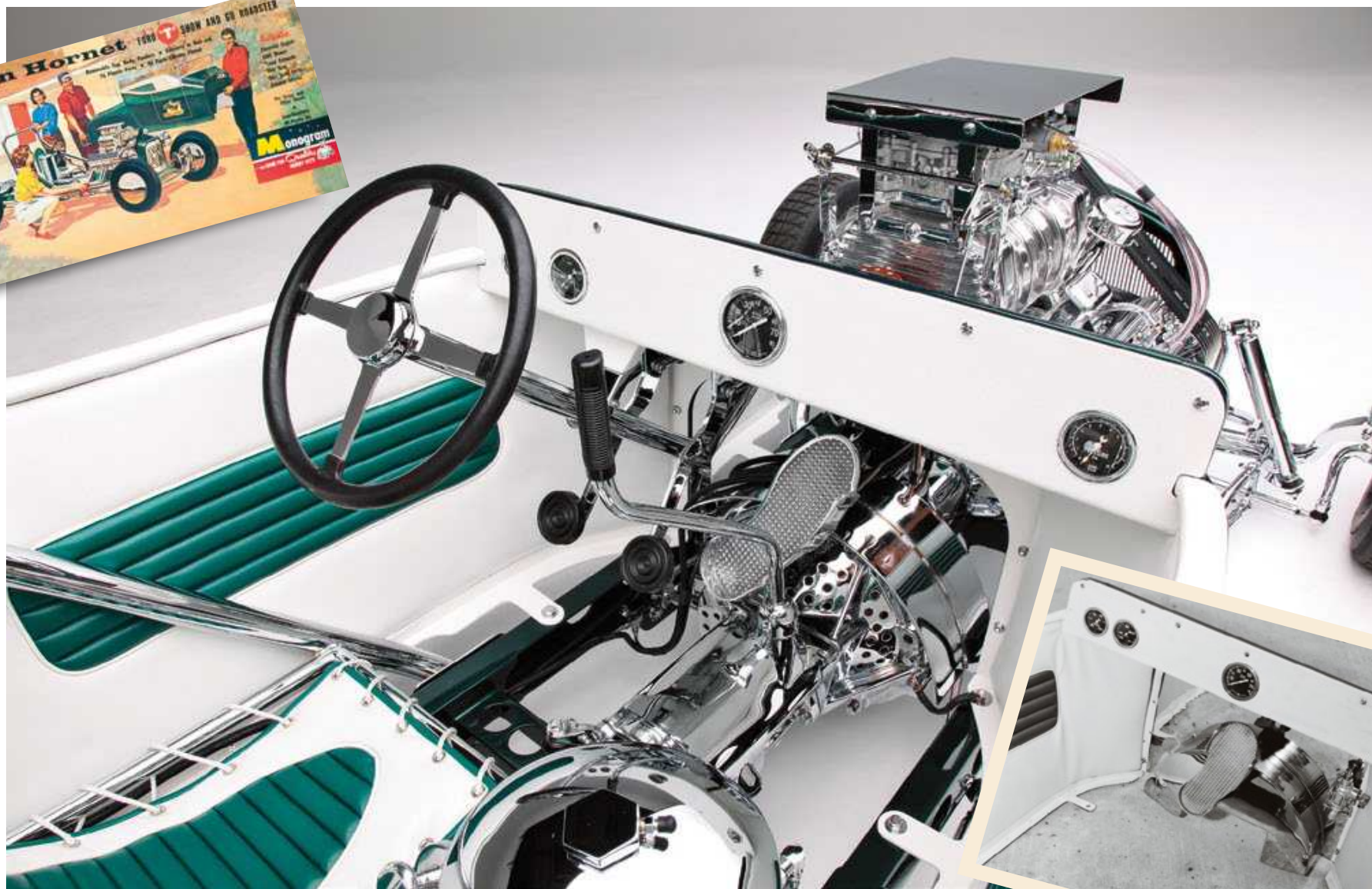
Dave Shuten and his boss, Beau Boeckmann.

Shuten and Beau had most recently teamed up on the Iron Orchid, a '34 Ford highboy coupe built as tribute to the wild hot rods of the '60s, right down to the period-correct parts, the 427 side-oiler, the wild paneled paintjob and, of course, an obscene amount of chrome. (See more in the Oct. '13 issue of *STREET RODDER*). Beau, president of Galpin Motors (which touts itself as the number one volume Ford dealer in the world) in North Hills, California, has continued the company's long history of customizing cars and sponsorships of drag cars, and hired Shuten a few years ago to restore one of the company's many historic acquisitions: Ed "Big Daddy" Roth's Orbitron.

At 42, Shuten is well versed when it comes to '60s show cars, and in his own work he usually gravitates toward the wild creations of Roth and other customizers of the day. But one day Beau received a call from a car owner who wanted to sell a project that had just gotten

underway. The owner had enlisted Troy Ladd, from Hollywood Hot Rods, to begin working on recreating the Grasshopper from the '59 *Hot Rod* cover, but the owner wanted to sell the project as it was. Beau made a deal to purchase the project but, due to Shuten's extreme attention to detail and desire for authenticity, only the shock mounts, parts of the rollcage, the steering box, and a portion of the framerails from the original project would be carried over onto the new build. And before he started on it, and to get it as "right" as possible, Shuten accessed as many old photos of the car as he could, blowing them up and mounting them to a large board in the shop for reference.

The rectangular steel channel framerails, filled with dozens of lightening holes, plays host to a pair of '36 Ford split 'bones (with '42 Merc ends) out back that works with the solid-mounted, early (Culver City) Halibrand quick-change rearend. At the ends '40 Ford drum brakes are used, with the backing plates heavily drilled with more lightening holes.



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Up front a filled and dropped '32 Ford axle with one-off hairpins and batwings re-create the original's look while '32 Ford steering controls the T. To make the roadster a roller, original Halibrand wheels—tiny 12x5 magnesium five-pin solids up front and 15x6.5 Sports Car Specials—were located and mounted with 28-inch, 15x8 Hurst pie-crust slicks out back and Firestone rubber in the front, which Shuten hand shaved to match the originals.

As with most hot rod T roadsters, the engine's the thing, and this car doesn't disappoint in that department. Starting with a 303 Olds V-8, Shuten turned to Ross Racing Engines and Tony Lombardi to machine, bore, and build (to 350 cubes) the engine to his specs. After prepping the block, it was sent to Advanced Plating in Nashville where the whole block was chromed. Once back at Lombardi's, the crank (lightened, stroked, and heat treated),

H-beam steel rods, forged pistons, and a solid roller camshaft were used to make up the rotating assembly. After dialing in the compression ratio at 10.5:1, the heads received a comp-type valve job, stainless steel valves, roller rockers, and a set of N.O.S. Weiland valve covers.

Up top restored AFB carburetors feed a 4-71 GMC blower (equipped with Tom Beatty parts) that sits on a Tom Beatty intake manifold, and Shuten turned the motor's three monstrous eight-belt pulleys himself, along with the belt tensioner, too. Custom headers were made, a Vertex magneto delivers the spark, an old World War II oxygen tank was modified for the radiator's surge tank, and a custom fuel tank (with functioning hand-pump) that is located where a passenger would normally sit. Backed up to the motor is a '37 LaSalle gearbox, and Shuten drilled out its bellhousing to copy the original's. Tony Lombardi also assembled the transmission, using a Schiefer aluminum flywheel, and Shuten fab'd the tubular shift stick, which is topped with grip from a bicycle handlebar.

Though the project initially came with a rough roadster body, Shuten felt he couldn't use it, so he located a complete 1915 Ford roadster and tore it apart, just for the body. And though the car looks like it has its stock turtle deck, that entire section was fabricated by Shuten, too, along with the needed body trim pieces. The grille shell is an original '32 unit, chopped down 3-1/2 inches by Shuten and, once he made the car's dash, it was ready for paint, so Shuten trailered it up the middle of the state to Darryl Hollenbeck's Vintage Color Studio in Concord, California.

Besides having just worked on a previous Shuten/Boeckmann car (The Iron Orchid) the year before, Hollenbeck's plate has been quite full these past few years with award-winning vehicles (he'd also recently painted the 2013 America's Most Beautiful Roadster winner). Using PPG's waterborne paints,



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Hollenbeck mimicked the dark emerald green metallic paint the original had (spraying the interior and under sections white), and Eric Reyes finished it off with a faithful striping and lettering job that copies the original laid down by Von Dutch, right down to the master's signature on the front spring perch.

While the body was off being painted, Shuten took the rollcage over to Mark Lopez at Elegance Auto Interiors in Upland, California. Lopez had first worked on the Iron Orchid for Shuten, but this project was very different as the seating wasn't anything more than a hammock suspended by rope from the rollcage. Lopez figured it out and created the required seat, and also made the pleated door panels and backrest. If you were to look into the cockpit, the one thing you would have to notice right away is the floor—there isn't one! When driving this beast you would basically sit in a hammock with your feet suspended on the

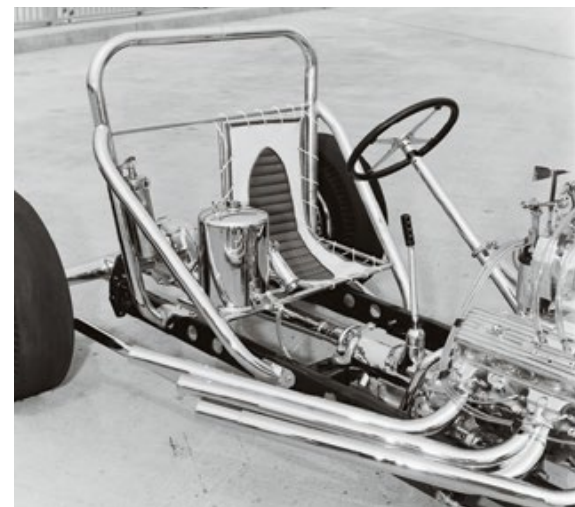
Ansen pedal assembly. Incredibly dangerous in any decade, but it serves as a great reminder of what '60s-era drag cars were all about: speed, not so much safety.

Once everything was back at Galpin Auto Sports, it was crunch time for getting the car ready for the 2015 Grand National Roadster Show. Every single steel part that could be chromed arrived from Advanced Plating, and Galpin's Manuel Gonzales jumped on board to do the car's wiring (which included the convex glass 2-5/8-inch Stewart-Warner gauges and 3-3/8-inch tach). The completed motor arrived just a week before its debut at the show, but Shuten was able to pull everything together in time (the original Grasshopper took only two months to build, but Shuten took a bit longer for his rendition: nine months), and it arrived in Pomona to pull up in front of the judges for the America's Most Beautiful Roadster award.

Perhaps, being that it was essentially a drag car under a lot of chrome, it

was a longshot for the show's top award, but it did come away with Most Outstanding Engine, which is kinda like saying the Titanic was a big ship. But more than what any award could deliver, the smiles and nods of acknowledgment from many of the show's spectators was really special. Many of them remembered the original car when it was new, while dozens of others spoke about building the car in scale form.

Even John Geraghty who, at 85 years old, dropped by Shuten's shop to see what he had accomplished, was impressed. Though, with a laugh, he did say, "You made all the same mistakes I made," but followed it up with the comment Shuten had "done a fabulous job" with the faithful re-creation. But that's what cloning that roadster was able to do—bring back a time and memory from long ago for some, while maybe even inspiring a whole new generation of hot rodders. **SR**



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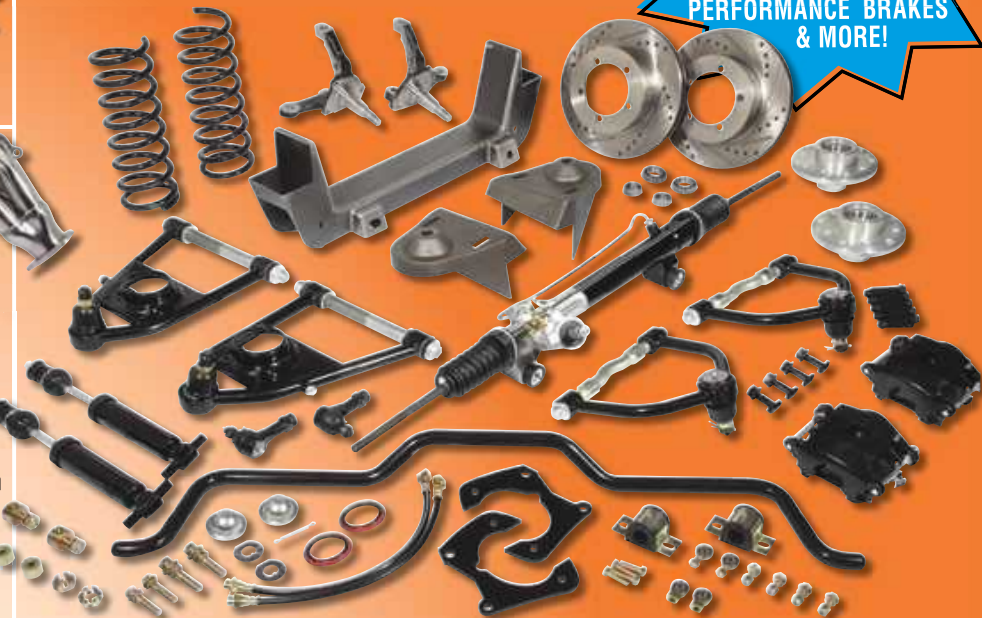
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Heading to the SEMA Show

By Jerry Dixey | Photography by the Author



♦ **For the last six** years the AMSOIL/STREET RODDER Road Tour summer has wrapped up in California with the Sherm's Custom Plating Tour. Sherm's owner Gary Matranga and managing partners Art Holman and Dave Dougherty have customers and friends up and down the West Coast and we always have plenty of choices for things to see and do along our way. It has become one of the largest tours of the season and this year, with the SEMA Show in Las Vegas as our destination, it was even bigger.

Our week kicked off in Sacramento on Friday and we were greeted at Flowmaster's facilities for some breakfast and a tour of their massive manufacturing complex. After lunch we visited Gary's personal collection of hot rods, motorcycles, and memorabilia. It was a short drive to Sherm's Custom Plating facility where we were shown what goes into making the chrome that has that award-winning shine. Since it was Halloween our day ended with a costume party at our hotel that was definitely a Road Tour "you had to be there" moment.

Saturday started at Old Sacramento and a tour of the California Train Museum. We enjoyed lunch in the historic district then we drove to Sacramento Vintage Ford in nearby Rancho Cordova. Darryl Kohut and his team greeted us and treated us to hamburgers after a look at their great showroom and facility.

Sunday it was a picturesque one-hour drive to historic Placerville. Known as "Hang Town," Placerville gives visitors a feel for life during the "Gold Rush" days. From Placerville we drove through the hills to Sutter Creek. Our hosts for lunch were hot rod royalty, as Sue and

Andy Brizio organized a lunch stop that included great food and a good time with street rodding's first family and their friends.

Monday was a full day as we set out at 7 a.m. with our destination being Road Tour participant Allan Clark's working ranch near Chowchilla. We were treated to lunch and a look at Allan and Susan Lyon's beautiful herd of Shire show horses. It was a short drive to Fresno and the hot rod collection of John Lawson. John has greeted us in the past and his collection of '32 Fords has no rival in the country. In Fresno we also visited the new headquarters of Magnum Suspension Company. Dinner was enjoyed at the new Circle Racing Wheels facility; they are the official wheel sponsor for the Road Tour.

We were at it again on Tuesday and it was a beautiful 3-1/2-hour drive to Victorville and the car collection and shop of Road Tour participants Sue and Jim Golson and their family. We were greeted with some great Mexican food and we all appreciated the cars and hospitality of the Golsons. While in Victorville we also visited the Fire Museum and the California Route 66 Museum. It was a



short drive along historic Route 66 to our evening's stay in Barstow.

Wednesday it was time to get to Las Vegas and the famous Specialty Equipment Marketing Association show that is known worldwide as SEMA. On our way to Las Vegas on Wednesday we made a quick visit to the Hoover Dam area and saw the new bridge that towers over the dam. We arrived at the Gold Coast Casino by mid afternoon and set up camp for the rest of the week. After checking in we gathered in the parking lot and made the short drive to the car and memorabilia collections of Shirley and Art Goldstrum. Art, Shirley, and daughter Sheri have been longtime friends of the Road Tour and are always great hosts.



♦ Our first stop on Friday morning was at the manufacturing facilities of Flowmaster. We were able to tour the plant and see what is involved in manufacturing mufflers and exhaust systems for our hobby.

Thursday we visited Rick's Restorations and were greeted by Rick and Kelly Dale and crew who star in the *American Restoration* TV show. Rick and Kelly went out of their way to meet and greet every Road Tour participant and pose with their vehicle. It was then a short drive to the Las Vegas Convention Center. The SEMA Show is not open to the general public. We had received special permission from the folks at SEMA to bring the Road Tour participants to the show. We had the needed credentials and it was an exciting moment to walk into the building and see what many of us had only read about. We spent the rest of the day walking the show.



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THE AMSOIL/STREET RODDER ROAD TOUR: LEG 8



We had also been invited to participate in the inaugural SEMA Ignited Show, which was an after party on Friday that would feature the cars of SEMA and be open to the public in the new LINQ area after the official show closed. We were able to park our cars in a reserved area of the Ignited Show and it was a perfect way to wrap up our amazing week on the Sherm's Custom Plating Tour.

For expanded coverage and additional photos from our week go to streetrod.com and visit the Road Tour section. There you will also find the 2015 ARP/STREET RODDER Road Tour Schedule and a place to sign up online and join us in the fun.



◆ Sherm's Custom Plating President Gary Matranga has been a hard-core hot rodder and racer for many years. Gary gave us a tour of his personal rod shop and huge collection of street rods and memorabilia.



◆ Our next stop in Sacramento was at the Sherm's Custom Plating facility. Partners Dave Dougherty (shown) and Art Holman showed us the many processes involved in producing award-winning chrome plating.



◆ The Halloween party was epic. Gary Matranga (left) and Dave Dougherty (right) from Sherm's flanked award winners Cal "Boyd" Williams, Mary "The Good Witch" Rosario, and Mike "Fitness Instructor" Reeves.



◆ Saturday we visited the historic "Old Sacramento" district. We were able to pull our "horses" right up to the boardwalk on Main Street.

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THE AMSOIL/STREET RODDER ROAD TOUR: LEG 8



♦ We were greeted on Saturday by the folks at Sacramento Vintage Ford. Their showroom is filled with treasures big and small. A life-size Norm Grabowski stood next to a tribute re-creation of his famous T-bucket.



♦ It was a beautiful drive from Placerville to the historic mining area of Sutter Creek. The winding roads and fall foliage made for some great photo opportunities.



♦ At Allan Clark's ranch we were able to experience a different type of horsepower. Susan Lyons put some of her beautiful award-winning Shire horses through their paces during our visit.



♦ John Lawson's collection of '32 Fords is mind boggling. He has almost 50 genuine '32 Fords on display and every one of them is beautiful.



♦ We were greeted in Sutter Creek by two of the nicest folks in our street rodding hobby. Sue and Andy Brizio have relocated to the area and it is always a treat to be able to see both of them and reminisce about the early days of street rodding.



♦ We visited the new location of Circle Racing Wheel in Fresno. Mike Stallings has been a Road Tour supporter for many years and his family and crew welcomed us with a great tour of their facility and a delicious meal.



♦ Art and Shirley Goldstrum have a fantastic collection of hot rods and nostalgia items on display at their private facility in Las Vegas. Daughter Sheri was our host and told us about their large charity car show that they organize every November.



♦ A highlight of our week was a visit to Rick's Restorations in Las Vegas. Rick Dale, the star of the *American Restoration* TV show greeted us and took the time to pose for pictures with our cars.

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◆ As it sits, the Catalina is equipped with a 303hp, 389ci V-8 backed by a fatally wounded Jet-Away Hydromatic transmission. The 303hp four-barrel-equipped 389 had been rebuilt in the recent past and will benefit from the new Turbo Hydromatic in its future.

Shiftin' Gears

Swapping a Jet-Away for a TH400

By Jim Rizzo | Photography by the Author

It all started a couple of years ago when I ran across a pretty solid '60 Catalina at a car show I was covering up in Colorado. At the time my wife, Candy, had tired of the uncompromising buggy-sprung suspension, old-school solid axle steering, and wind-in-the-hair ride of her '27 T roadster and was pining for the comfort of her old '63 Riviera. Well, I thought the Pontiac I had stumbled upon was a perfect candidate to replace her roadster so (after a quick call home along with an emailed picture of the car in question) I got the OK and struck a fair deal with the Pontiac's owner. With keys in hand I made a call to the airline, canceled my flight back to SoCal and climbed behind the wheel. To make a long story short, the Catalina made the trip without a hiccup and my straight-through dash placed me back in my driveway the following day. Unfortunately, or maybe fortunately, the next morning the Pontiac's transmission ended up letting go. It had worked fine all the way home but I guess that final trip was all the old tranny had left in it.

Because the Catalina had been treated to an engine rebuild as well as new brakes, shocks, tires, and exhaust just prior to purchase, Candy and I had planned on bodywork, paint, and upholstery—but not so much in the way of mechanical work. Oh well, it seemed a tranny rebuild was in the car's future now as well. As we soon found out, the vintage Jet-Away automatic was not a tranny many of our local transmission shops were familiar with, and after the one and only shop up to the challenge quoted us a price that was well beyond what



1. Beginning work on my freshly vacated RV pad I pulled the engine/trans combo out of the car using my Harbor Freight gantry and electric hoist (a life saver for decrepit old men like me).

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- **Wilcap Company** (805) 481-7639 wilcap.com
- **Harbor Freight Tools** harborfreight.com
- **The Eastwood Company** (800) 343-9353 eastwood.com/sr1015

we thought was fair we stepped back and weighed our options. We could go ahead with the rebuild and utilize early '60s technology or investigate swapping the old tranny for a newer, more advanced offering.

Swapping out an early automatic for a more modern one is a bit more difficult as the venerable TH-series (350 and 400) and their overdrive brethren won't just bolt up to early B-P-O (Buick, Olds, Pontiac) engines as they do the good old small-block Chevy. At least that was what I'd been led to believe, up until that point anyway. Come to find out my concern was unfounded as it was brought to my attention that there was a source for high-quality engine/transmission adapters but a phone call, or mouse click away.

The Wilcap Company has been manufacturing speed and performance equipment since 1946 and one popular segment of their wares is a large selection of engine to transmission adapters for GM, Ford, Mopar, and other makes. They also have the expertise to produce adapters for custom applications as well. Upon learning of Wilcap I immediately contacted them and was informed that they did indeed make an adapter kit that allows the use of TH350, TH400, 700-R4, or 4L60 series transmissions behind '55-'60 Pontiac/GMC 287, 316, 347, 370, and 389ci engines. It was at that point that I decided if I was going to have to drop a chunk of unexpected cash on the Catalina it'd be only logical to upgrade the car with a later model trans rather than to have the old Jet-Away rebuilt. I went ahead and placed my order for the adapter kit and followed that up with a call to the folks at Phoenix Transmission (who I've dealt with in the past and know from personal experience offer high-quality, high-performance assemblies that are darned near bulletproof) and ordered a fresh TH400 to go along with the aforementioned Wilcap adapter kit. Within a matter of days both items arrived and what you'll see here is the culmination of my search and the installation of the trans utilizing the adapter kit. I'd highly recommend checking out both Wilcap and Phoenix if you're considering upgrading an early drivetrain, I'm sure you'll be every bit as happy with the conversion as I. Check it out.

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2. Here you can see the engine/trans combo moments after being lifted out of the engine compartment. By looking at the positioning of the engine tilter you can see just how heavy the old cast-iron Jet-Away transmission is (giving the weight of the big old 389). The weight savings gained by swapping it for the much lighter TH400 will be an advantage in itself.



4-5. The Wilcap Pontiac to GM auto engine to transmission adapter kit comes with Wilcap designed and machined 6061-T6 billet aluminum adapter plate, a new steel flexplate with ring gear, an aluminum crankshaft spacer, Grade 8 crank attachment bolts, and all the alloy adapter hardware needed to attach the adapter to our engine. The kit is designed to use a '66-99 Mopar two-bolt gear reduction drive starter that can be mounted on either side. (I chose to keep the starter on the left side of the engine like the stock one was.) The only item needed beyond what is supplied in the kit is a transmission crossmember (something I'll address shortly).



3. The freshly unpacked Phoenix Transmission heavy-duty TH400 (PN PTP400SS) I chose for the swap came equipped with higher capacity clutch packs, Kevlar band, high-capacity 34-element sprag race, and a semi-automatic valvebody, which will allow us to select gears manually, or leave it in drive for full automatic shifting. This trans included a Phoenix 2,000-2,200-rpm stall converter, a dipstick and tube, and a speedo drive gear chosen to match my rearend gearing and tire diameter. Phoenix suggested PN P400SS as a great choice for the weekend warrior with up to 600 hp and a heavy foot (my wife qualifies in the heavy-foot department for sure) so it should perform great behind our 389.

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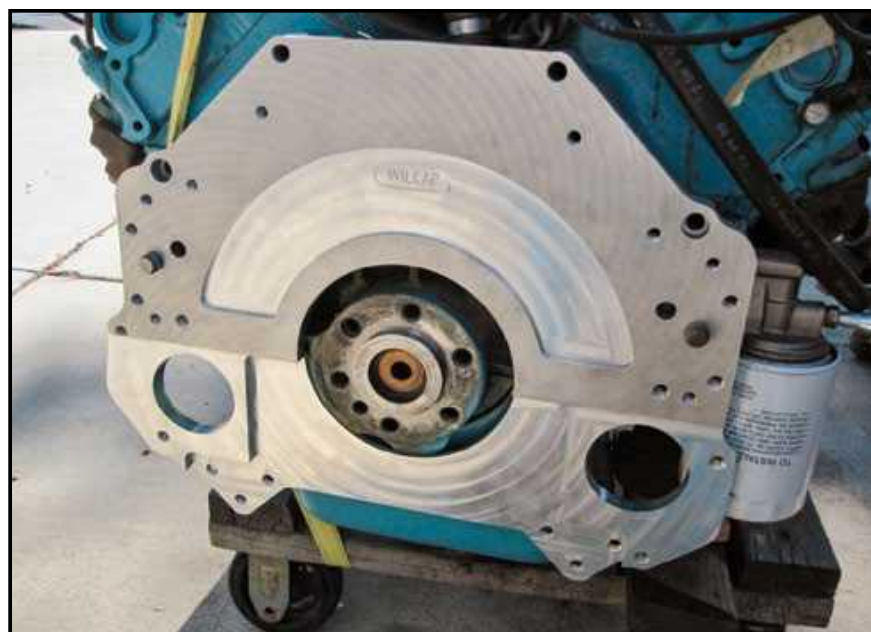
'55-'57
Chevy



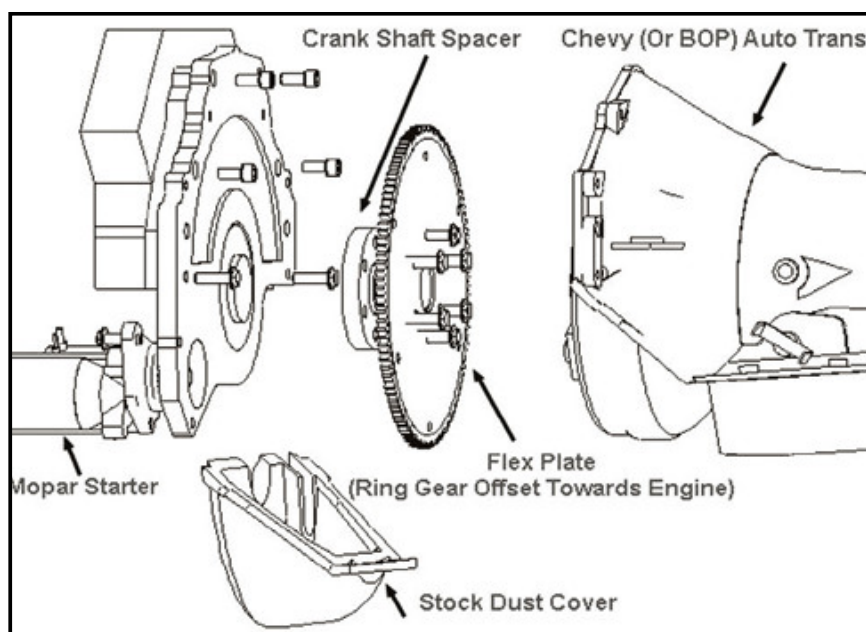
6. As I stated earlier, the folks at Phoenix Transmission know their stuff and consistently build some of the best performance automatic transmissions in the aftermarket—and great prior experience was all the motivation I needed to stick with a proven product for this project as well.



7. After unbolting and removing the original trans, converter, and flexplate I was ready to begin readying the engine for the new components. I first inspected the crank face for cracks or damage and chased the threads, just in case.



8. Now that I was ready to begin the first thing I did was to test-fit the adapter plate to the back of the engine. As you may notice there are starter provisions on either side of the adapter plate. In our case the original starter was located on the left (driver side) of the engine/transmission and the oil filter on the right, so obviously the starter will remain on the left.



9. The installation instructions contain a diagram, which helps by giving the installer a quick idea of how the adapter components are utilized. Ah, but don't fail to read the full instructions though—as there are some very particular guidelines that need to be followed for everything to work correctly.



10. I also test-fit the crank shaft spacer for fit and bolt hole alignment as well. The spacer should fit snugly over the crankshaft and converter hub, if there's excessive play with either stop there and give the guys at Wilcap a call before proceeding.

11. It just so happened that my good pal Johnny Esquivel stopped by and offered me a hand with the assembly. Esquivel began to help by inspecting and cleaning the crankshaft hub, the back of the engine block, the front of the transmission bell housing, and the torque converter hub. He also chased all the bolt holes in the block with the correct size tap to make sure they were all serviceable. Then he attached the adapter plate to the engine, making sure it fit nice and flush with no rocking.



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12. With the adapter mounted to the block and the hub spacer in place on the crank Esquivel then mounted and torqued the flexplate/crank bolts to spec in a criss-cross pattern.

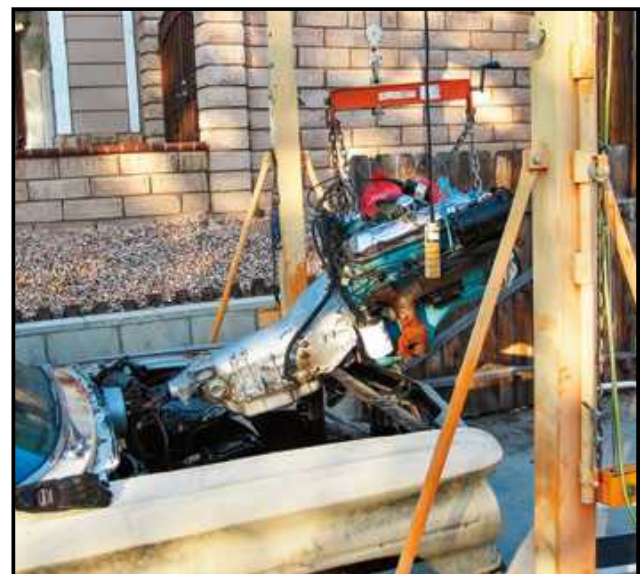


13. Rather than muscling the trans we used the hoist to cradle the trans while giving it a final wipe down prior to moving it into place for attachment.



14. After lubricating the transmission input converter seal the converter was slid into place and the transmission attached to the engine.

15. Once the transmission and engine were mated we checked a few specific measurements/specifications, which Wilcap specifies in relation to this particular trans/engine combo for successful operation of the adaption, which may or may not be the same in other applications. Once satisfied that everything was within Wilcap specs, the engine and transmission were then slid back into place in the Pontiac's engine bay.



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16. Once in place we saw just how much difference there is between the original mounting point and the mounting point with the new TH400. The new transmission mounting point ended up to be well rearward of the original. Since I preferred to keep the original crossmember and its original mounting points there were some modifications needed to accomplish that aim.



17. To begin the crossmember modification a few critical measurements were taken and the crossmember removed and cleaned up.



18. There were two modifications I needed to make. The first was to trim back the forward edge of the crossmember that was touching the transmission pan when in its original mounting position, and second, to extend the actual mounting surface rearward of the original. (In this image the left end of the crossmember is actually the right-side mounting point when in the car.)



19. Here you can see where I trimmed back the leading edge of the crossmember and welded in a plate to reinforce that edge.

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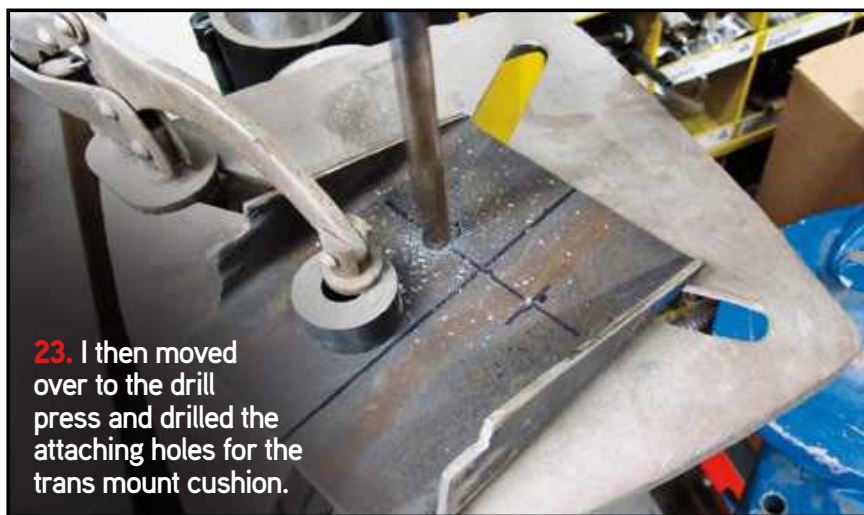
20. In order to extend the actual mounting surface rearward I decided to use a section of rectangular tube to fabricate the needed mounting point.



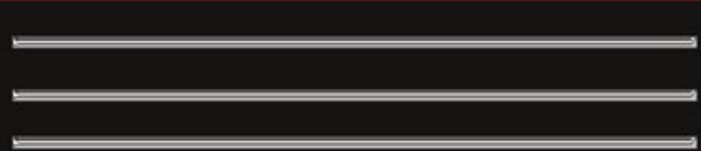
21. I cut the tube diagonally, forming a wedge-shaped mount that would be used to extend the mounting point rearward to the transmission mounting flange.



22. The mount was then test-fitted to the crossmember to make sure I formed it correctly. Luckily I did it on the first try for once.



23. I then moved over to the drill press and drilled the attaching holes for the trans mount cushion.



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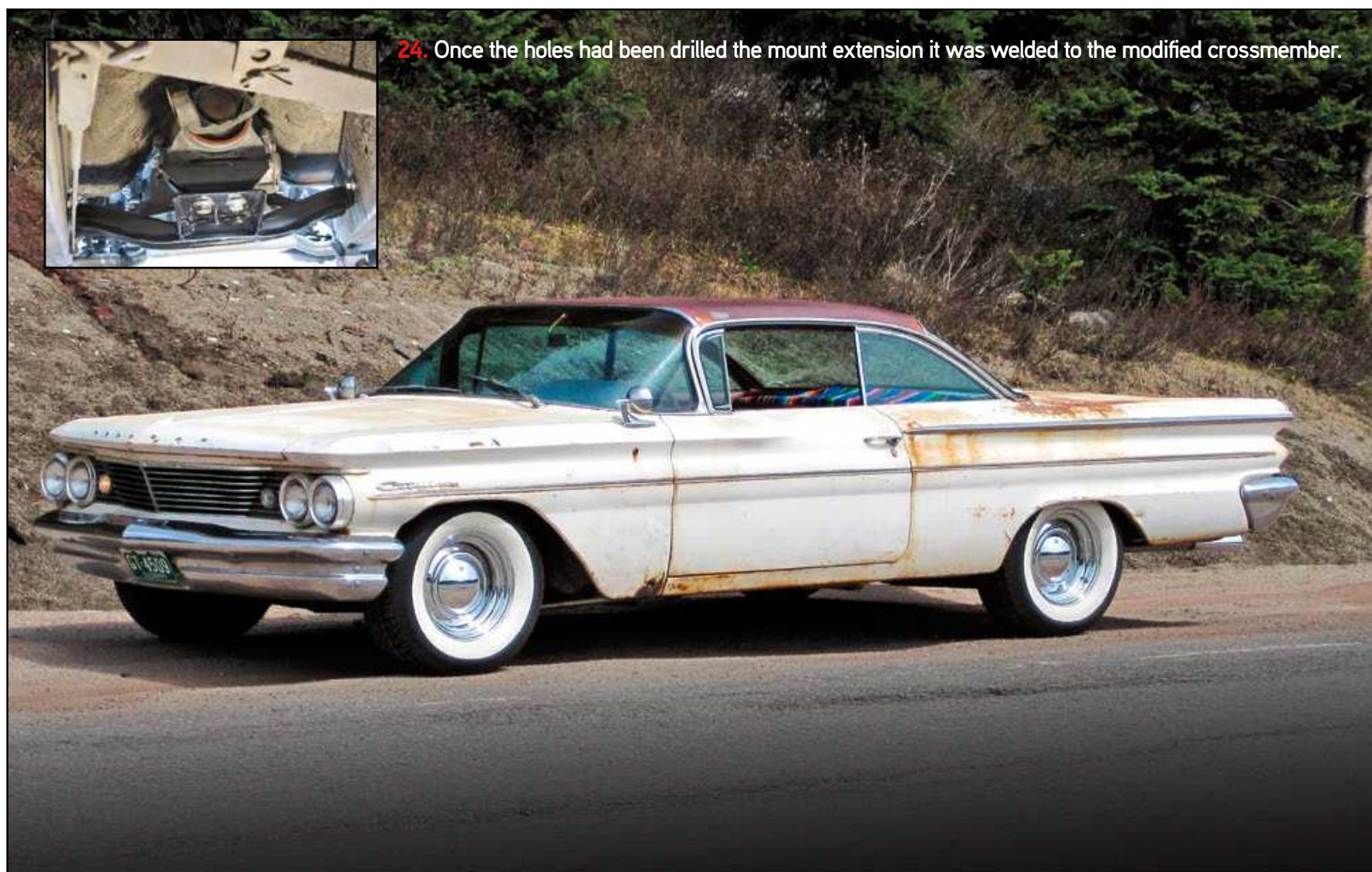


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24. Once the holes had been drilled the mount extension it was welded to the modified crossmember.

25. The final steps were priming and painting the completed crossmember, reinstalling it in the car, locating the mount cushion, and bolting it to both the crossmember and transmission. At this point the job is complete and thanks to the miracle of the modern aftermarket our '60 Catalina has been upgraded with a more modern and better performing transmission.

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A '52 Ford on the Outside. Wait'll You See the Rest.



Warren Herreid II owns a bunch of really great cars—everything from a '70 Firebird and a Dodge pickup to a Tesla and BMWs. But several years ago, he started getting nostalgic for the black '52 Ford two-door Customline he had driven as a teenager. He bought it when he was 16, and eventually transplanted a 312 Y-block from a '57 T-Bird into his '52. Who knows where it is now, but this one was in Arkansas when Warren spotted the ad in *Hemming's Motor News* back in 2013. The price and the condition were both reasonable. It was a stocker, modified with headers, Vintage Air A/C, and purple paint—the perfect starting point for building a car just like Warren's teenage ride. OK, not just like. The 21st century version would look tame on the outside, but pack a few surprises.

Jeff Schwartz had rebuilt the '70 Firebird, so Warren chose Schwartz Performance in Woodstock, Illinois, to build the Ford as well. The shop is best known for muscle car-era rides with performance-oriented suspensions, so don't look for anything nostalgic underneath the Customline. Instead, it rolls on a complete custom Schwartz Performance G-Machine chassis package, including RideTech single-adjustable coilovers and heavy-duty antiroll bars. Custom control arms and spindles, plus a power steering rack upgrade the frontend. The rearend is a Moser full-floating 9-inch with 3.70:1

By **TIM BERNsau** Photography by **ROBERT MCGAFFIN**

SURPRISE PACKAGE

gears and Detroit Truetrac limited slip and 31-spline axles, located by a triangulated four-link. Wilwood 13-inch rotors are paired with six- and four-piston front and back, with a Raybestos master cylinder and Wilwood proportioning valve. Those big brakes slow down serious rolling stock. Circle Racing Wheels 108-Series OE wheels are 18 inches, wrapped with 335/30R18 and 265/35R18 Michelin Pilot Sport PS2 rubber.

Surprised yet? Wait until we tell you about the 5.0L Coyote engine from Ford Performance underhood. The engine was retained in out-of-the-crate condition, with the addition of the modified headers and Schwartz Performance-built 2.5-inch exhaust with Summit polished stainless mufflers. Rated at 425 hp and 390 lb-ft of torque, the Coyote can give that custom suspension some exercise. Advantage Transmission in Woodstock assembled the Ford 4R70W, with a Midwest Converters' 1800-stall torque converter.



All that performance potential is probably not what you expected after a quick glance at Warren's Ford, which—except for those wheels and tires and lowered ride—has the outer appearance of a well-done restoration.

The '52 looked good when it

came from Arkansas, but stripping the purple paint revealed a grille, parking lights, and taillights rusted beyond repair—easy fixes for Schwartz, who also replaced floors, rockers, and a quarter-panel. Deciding to keep the stock trim



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didn't make the project easier, since '52 parts are tough to find, but the end result was worth all the salvage yard safaris.

Warren said the black paint was inspired by Henry Ford's alleged comment that customers can have any color as long as it's black—but we remembered that his first '52 was black and every car he owns (and there are many) is painted black. The perfect finish on the Customline was sprayed by Steve Nick at Nick's Customs in Woodstock using PPG paint.

Climb inside and the surprises start again, starting with those big Recaro buckets filling up the cockpit. Shane Cassin at Cassin Customizing in Woodstock covered the heated, cooled, and power seats in perforated and smooth black leather, and carpeted the floors with European wool. A Lokar short shifter and a Grant steering wheel on a Flaming River column continue the modern performance style. A billet dash insert was built for the Auto Meter Old Tyme II gauges; an Auto Meter tach takes the place of the factory

clock in the center pod. Schwartz Performance used an American Autowire kit to hook up all the electricals, including the Vintage Air Gen IV Magnum A/C system and the Kenwood stereo.

Warren also credits his friend Miguel Sicilia for helping with this project. When the Customline was finished, Warren showed it at the Back To The 50's show in nearby

St. Paul, Minnesota, where it got a ton of attention. Warren said that the performance stuff gets the hot rodders excited, and the exterior style gets the old-timers reminiscing. Now that the car is done, work has begun on a companion vehicle—a '52 Ford F-1 pickup with a Boss 302 engine. We forgot to ask him the paint color. Guess we'll have to be surprised. **SR**



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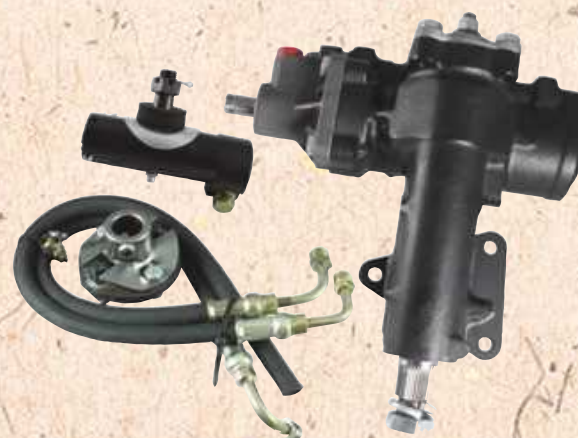


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Electra-Steer

Installing Electric Power Steering

By Kev Elliott | Photography by the Author

➤ **Steering “feel”** is very much a personal preference, some preferring manual steering, some preferring superlight power steering, and others with a preference somewhere in between. Most roadsters really don’t need power steering, but the owner of this Kugel Komponenten IRS- and IFS-equipped and big-block-powered ’32 wanted it, without resorting to swapping to a power rack-and-pinion and the necessary pump and plumbing. In fact, a suitably narrow power rack-and-pinion isn’t available for this IFS application.



1. Not only did this ’32 roadster come to Kugel Komponenten to have electric power steering added, but also to replace these headers, the owner wanting an exhaust system inside the bodywork.



2. The electric power steering system, Electra-Steer, as supplied by Unisteer, complete with controller, power steering unit, oversize mounting bracket, and fused link.

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3. Borgeson supplied the 3/4-36 shafts, of which Kugel Komponenten keeps various lengths in stock, as well as the universal joints. Various sizes were needed, as the column is a 1-inch DD, the rack-and-pinion an odd 9/16-17, and the intermediate U-joints on the shafts 3/4-36.

He brought the roadster to Kugel Komponenten—who in addition to their product line also build chassis and undertake jobs from what you see here to turnkey cars—who suggested adding Electra-Steer, an electric power steering system from Unisteer. While versions that fit inline in the steering column are available, it was simpler to install the universal kit. Unisteer offer two universal kits, one for vehicles up to 3,000 pounds and this one, for vehicles up to 4,500 pounds. The smaller version has input and output shafts with 9/16-30 splines, while this unit has 11/16-36 splines. The latter has more options when it comes to couplers and U-joints, incidentally.

You may wonder about the safety of electric steering. The Electra-Steer is designed to “shut down” if it becomes overheated, reverting to the vehicle’s manual steering capabilities, and will automatically resume operation once it has cooled. For this reason the motor part of the unit shouldn’t be mounted very close to heat sources. The computer module is sealed inside a weather-resistant box, though in this case it was mounted under the dash. As the unit is mounted inline in the steering shaft, all the torque of the steering passes through the unit’s mounting plate, so if you don’t use the bracket supplied but make your own, ensure it is substantial. Also ensure you mount the unit the correct way around—the shaft on the mount side of the motor is the input, and is the steering wheel side.

The owner of our subject roadster also wanted to replace the headers for block huggers, which meant a straight steering shaft as was previously used wasn’t going to work. Here’s how the Kugel crew “got around” that issue, as well as how the Electra-Steer was mounted.



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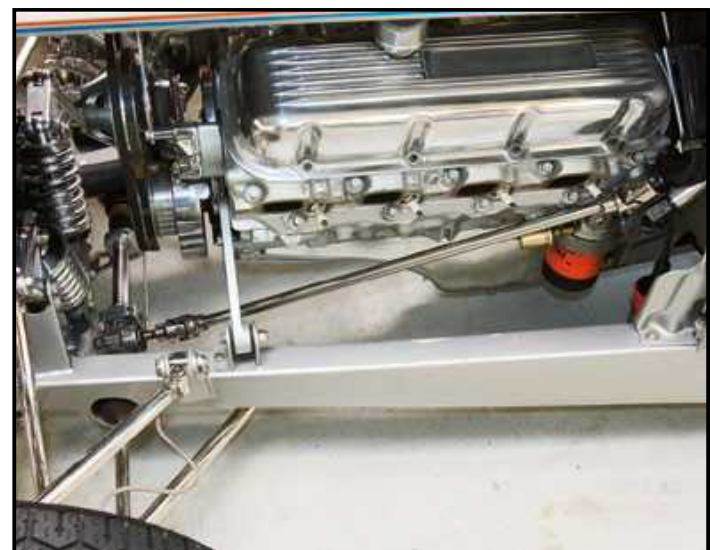




4. You will need a pair of these couplers, not supplied, but available from Unisteer. The splines on the input and output of the pump are unique, 11/16-36, and Unisteer offer couplers and U-joints in this size.



5. Sanderson Headers offer these block huggers for the big-block, ideal to keep the new exhaust system inside the hood sides.



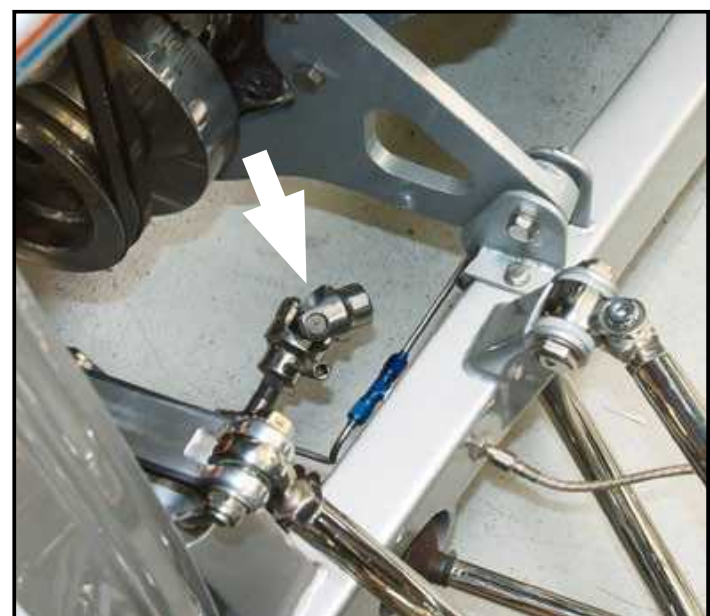
6. The original steering shaft was a single stainless steel shaft connecting the rack to the column. Clearly this would no longer work with the new headers and Electra-Steer.



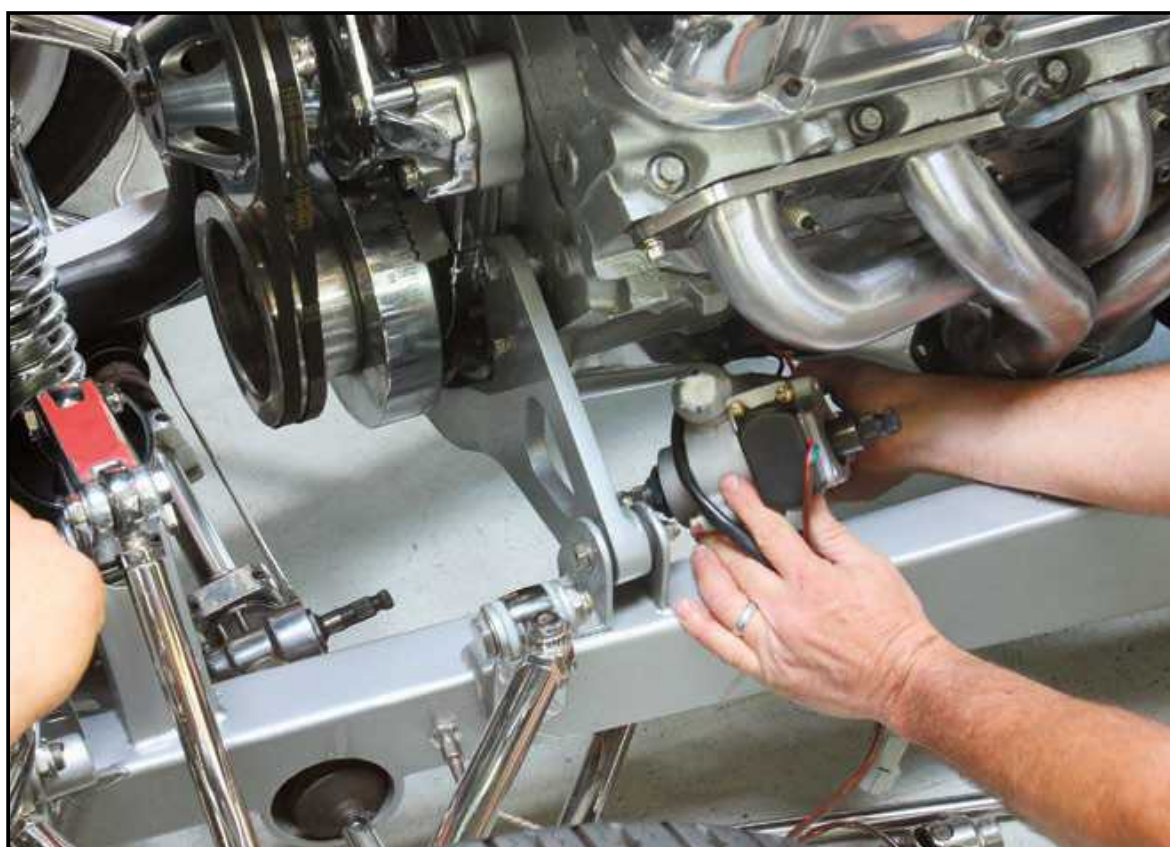
7. The new Sanderson block hugger headers were installed first.



8. With the new headers installed, here's what the crew at Kugel Komponenten were dealing with, routing the steering from the rack-and-pinion, past the motor mount, through the electric power steering unit, and around the headers.



9. A 9/16-17 to 3/4-36 universal joint was installed on the rack-and-pinion (arrow).



10. The Electra-Steer unit was next mocked in place to determine the ideal location, the motor pointing down, away from the heat of the headers.



11. It was obvious that to mount the unit as high as possible for clearance purposes, the motor mount would have to be cleared for the shaft. This was done with a drum sander.



12. Though the Unisteer kit comes with a mounting plate, it was used as a template, and a new mount fabricated once a pattern was made.



13. With the unit bolted to the pattern and held in place, a coupler and short shaft were installed to check clearance on the motor mount.



14. An extra pair of hands helps plan the next section of steering shaft. This setup was deemed to be too long and it was decided a shorter section of splined shaft would replace it.



15. A section of splined shaft was taken from stock and cut to length.



16. With the Electra-Ster unit on a jack, the entire system of shafts, couplers, and U-joints was mocked in position. Note the coupler has been replaced with a U-joint to help clear the header better. The mount for the heim joint could now be determined.

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17. Using the supplied plate as a template, a custom mounting bracket was fabricated, starting with the main plate, then adding sections to bolt to the framerail.



18. Using a length of tape from the cowl to the grille shell, one last check to ensure everything was inside the hood sides, and the mountings could be made permanent.



19. Jose tacked the pieces of the mounting bracket together ...



20. ... then disassembled everything to finish weld it on the bench.



21. As the bracket has to handle plenty of torque, the thickness of the framerails was deemed too weak, so threaded bungs were welded into holes drilled in the rails.



22. After welding and prior to grinding and cleaning the threads, here's the first bung in place.



23. Another bung was welded in the top of the rail, and the unit bolted in place. The stacks of washers are temporary! Note also the design has reverted to a longer shaft exiting the unit, as it was decided to mount the heim joint on this section of shaft.



24. Apart again, two more mounting holes were drilled on the inside of the framerails, providing four anchor points.



25. A larger threaded bung, of a design more commonly used in the ends of four bars or split wishbones, was welded to the framerail to mount the heim joint.



26. With the shafts, U-joints, and mounting bracket painted flat black, the system is complete, with the exception of wiring in the control module under the dash. The car's owner will repaint the framerail to match.

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feature

INSPIRATION POINT

A '32 Ford Roadster Combines Classic Car and Cool Hot Rod Influences

By **TIM BERNSAU** and **NICK CHAPPELLE** | Photography by **TIM BERNSAU**

Nick Chappelle's Nova went fast. The '63 Chevy was his first project car, black with a blood red leather interior, bagged, and small-block powered. He had finished it two weeks before getting married and drove it from the church with his bride, Jessica. After the honeymoon, he entered the car at the PPG Nationals in Columbus, Ohio, where someone made an offer on it and he sold it. Like we said, it went fast.

Selling the Nova opened the door for Nick to start his second project. He'd always wanted a Deuce roadster, and an Internet search turned up a decent driver down in Georgia. Back in Ohio, the Deuce was driven for a summer. Then it moved into a corner of the shop where Nick works, so he could wrench on it as time allowed. Nick works for noted builder Don "The Egyptian" Boeke at The Egyptian Body Shop in Dayton, so he had a great facility for building his

hot rod as well as a talented boss to provide assistance, ideas, inspiration, and motivation.

Disassembly didn't take long; collecting parts took a little longer, and putting it all together took a lot longer. By Christmastime, the roadster was showing just a little progress. "One morning my boss asked me to pull some parts out of the trunk of a '55 Lincoln we'd been working on," Nick remembers. "When I



opened the trunk, there sat a fully polished, totally rebuilt, bad-to-the-bone vintage B&M blower with dual side-draft Mikuni carbs resting on a polished intake. I about fell over. 'What's that go on?' I asked. 'Your Deuce. Happy holidays!' he said."

That induction setup sits like a crown on top of a 327 small-block. The engine had been in the car, but was rebuilt to work with the new setup. Local longtime dirt track racer Warren Shingleton from Shingleton Motorsports performed the machining and assembly. Dart Iron Eagle heads are topped with OTB Gear valve covers. Drag racer Marty Miller helped Nick dial in the blower and carbs for the best performance. The Mikunis have been fitted with custom domed bug screen air filters. Stainless



INSPIRATION POINT

steel block-hugger headers and Flowmaster pipes and mufflers (and cutouts just below the cowl) take care of the exhaust. Backing up that small-block is a Muncie “rock crusher” four-speed sending torque to the 3.05 gears in a Currie Ford 9-inch rear.

The chassis starts with SO-CAL Speed Shop '32 Ford-style framerails, which Nick modified with dimple die plates on the inside. He shortened the 'rails in the rear and curved the bottom to flow into the polished aluminum spreader bar. The Currie rearend is suspended with a chromed four-link and Panhard bar and a pair of QA1

Wanlass curved windshield was “a must” to complement the roadster, according to Nick. He prepped the sheetmetal and refinished the body in Washington Blue using Glasurit 55 Line paint. The Egyptian loaded his paintbrush and pulled subtle red pinstripes the length of the beltline and on the dash, and added more elaborate multi-colored 'striping to the nose and deck. The pinstripes are matched by the red 15-inch Kelsey Hayes wire wheels. The tire combination produces the classic big 'n' littles look, with 600-15 Excelsior Racing tires in front and 820-15

Firestone Deluxe Champion grooved dirt track tires mounted in the rear.

Caramel-colored leather is a great complement to the blue paint, and was stitched in clean rolls 'n' pleats style to cover a Wise Guys bench seat. Ed Schreck at Schreck's Custom Upholstery and Auto Trim in Deland, Florida, did the work. The wool carpet is a slightly darker shade. Nick dressed up the dash with a polished engine-turned Auburn-style dash, loaded with Auto Meter's deco-inspired Antique Beige gauges, headlight switch, and ignition pull-start switch. He mounted a vintage B&M boost gauge on the chrome LimeWorks steering column. A 15-inch leather-wrapped banjo wheel tops the column.

The roadster was built in three years, and Nick says the first cool-breeze, top-off, sunset cruise in his finished car—complete with thumbs-up approval from onlookers—was a ride he'll always remember. He's shown the Deuce at the PPG Nats in Columbus, just like he did with his Nova. It got the same amount of attention, but this one's not for sale. Not for now anyway. Nick's more interested in driving it. “I always wanted a great '32 roadster,” he says, “and this car is the epitome of a hot rod.” 

coilover shocks. At the front, Nick runs a Pete & Jake's chrome front-end package, including a dropped and drilled I-beam axle, hairpins, buggy spring, and tubular shocks, plus finned disc brake housings.

Nick and Don Boeke had been throwing around ideas for the look of the roadster. A '36 Duesenberg project built a few years ago at The Egyptian Body Shop inspired the vent styling in the roadster's three-piece hood. “Starting with flat stock, a layout, and a Pullmax machine, we pulled two near-perfect panels,” Nick said. The hood top is from Brookville and the body is from Wescott's Auto. The '34 commercial headlights and '39 taillights add traditional hot rod style. The Dick Rodwell and Stanley



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◆ This is a Davies Craig electric water pump kit, model EPW 80. This pump would be applicable to smaller displacement engines.

A Cool New Concept

Davies Craig Reinvents the Electric Water Pump

By Ron Ceridono | Photography Courtesy of 3P Connect

➤ **Electric water pumps** for automotive use have been around for a while but for the most part they've been used for racing applications. Self-contained electric pumps are often found on drag cars and are used for between rounds cooling. In some applications an electric motor is used to spin an OEM-style water pump to provide the necessary, though minimal, cooling on a racer. Obviously the emphasis with both methods is reducing the engine's parasitic loss due to driving a mechanical water pump, not cooling efficiency.

While some attempts have been made to use race-style electric water pumps on the street the results have never been very satisfactory—but all that has changed. Electric pumps do have a place on street-driven cars, in fact BMW began using electric water pumps around 2007 and several other manufacturers are working on similar versions. And now there is also an aftermarket version that is suitable for regular use.

In 1971 Australian engineers Daryl Davies and Bill Craig formed their company, Davies Craig, to manufacture electric engine cooling fans. Eventually their fans were being used as original equipment in several American cars and the company grew. Due to their efforts to build quality products in 1995 Siemens Electric Limited, suppliers

of air-conditioning equipment to GM and Chrysler, awarded Davies Craig its highest supplier rating when it received 350,000 perfect units, on time, with zero rejects.

Over the years the Davies Craig product line has grown and now includes electric fans, viscous fan clutches, oil coolers, low coolant indicators, tire pressure monitors, and their revolutionary electric water pump, or EWP. Still produced in Australia, Davies Craig products are distributed in the U.S. by 3PConnect.

According to Davies Craig, an electric water pump has a number of advantages over the engine-driven variety. They point out an EWP will increase power sent to the drive wheels because the power the mechanical pump takes from the engine increases dramatically with its speed—when the pump speed doubles from idle, say 600 rpm to 1,200 rpm, the power it takes increases by eight times, then eight times going to 2,400 rpm and so on. This extra power

and torque released by disabling the mechanical pump now goes to the drive wheels. Additional benefits of an electric pump are improved cooling capacity and fuel economy along with the elimination of engine heat soak after a hot shut down. Engine cooling is improved with an EWP thanks to a higher flow rate at idle and low engine speeds, and when the engine is switched off.

These water pumps from Down Under intrigued us, so we posed a few questions to Davies Craig and 3PConnect to find out more about them:

SR: What do you consider normal engine-operating temperature?

DC/3PC: The ideal operating engine temperature is dependent on the type, size, capacity, workload, and environment the engine is working in. However the best engine temperature is usually between 185 to 221 degrees F. Remember, the manufacturer recommends an optimum operating temperature by allocating the desired thermostat

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to the engine when it's being built. This is the exact temperature setting that's recommended when the Digital Controller is installed.

SR: How does the pump accommodate varying engine speeds?

DC/3PC: The EWP operates independently of the engine's speed. This is a major benefit over traditional mechanically operated water pumps that are only able to circulate coolant while the motor is running. When used with the Davies Craig Digital EWP and Fan Controller (PN DC-8000), the pump speed is increased and decreased based on the engine's operating temperature, instead of rpm. This means that the engine's temperature will determine whether the pump circulates coolant. If the motor is cold, it will run the pump at a slower speed to allow a faster warm-up time. Once the engine temperature begins to climb, it will increase the pump's speed accordingly. At the moment when the engine's temperature reaches 5 degrees below the targeted/set operating temperature, the EWP will run at 100 percent flow rate to control the temperature within the desired temperature range. When the temperature rises +3 degrees above the set/targeted temperature, the EWP/Fan Digital Controller will activate the electric fans to help keep the engine at the desired temperature.

SR: How does the EWP's pump volume compare to engine-driven pumps?

DC/3PC: We offer EWPs in different sizes and outputs, depending on the application.

EWP 80 (DC-8150) 20 gallons per minute

EWP 115 (DC-8125) 30 gallons per minute

EWP 115 (DC-8040) 30 gallons per minute (Alloy Housing)

EWP 130 (brand new to market) 35 gallon per minute.

EWP 150 (DC-8160) 40 gallons per minute (Alloy Housing)

The volume of a mechanical pump will vary depending on engine rpm. Our EWP flows up to 40 gallons per minute, regardless of engine rpm. Also, due to our EWP's efficient design the pump will flow engine coolant without any cavitation (a major drawback with high-rpm mechanical water pumps).

SR: What is the difference between a EWP Alloy and Nylon plastic pump?

DC/3PC: There is no performance difference between our EWP115 Nylon and EWP115 Alloy pumps. Only the outer housing is in different material and is slightly lighter. The 66/Nylon glass EWPs are good for 266 degrees F (130 degrees C) and is material used by Mercedes-Benz, BMW, Audi, and Volkswagen in the construction of their header and side tanks for radiators so the product is well proven.

SR: What is done with the engine's existing thermostat?

DC/3PC: If you choose to use the Davies Craig Digital Controller you should remove the engine's thermostat—the controller is the new “thermostat.” The Digital Controller allows you to electronically set the engine target temperature and it adjusts the rate of coolant flow,

SR: Are the pumps reliable—what is the life expectancy?

DC/3PC: We designed the EWP for everyday street use. Our EWP's efficient electric motor has been proven to live past 7,000 hours, when used with our EWP/Fan Digital Controller. The EWP is designed and

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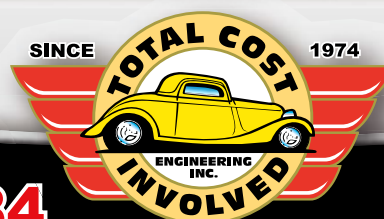
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manufactured at our Headquarters in Melbourne, Australia.

SR: Are the pumps rebuildable?

DC/3PC: Yes, we do offer spare parts for the EWP. Every EWP is also backed by our two-year/24,000-mile warranty.

SR: How much current do the pumps require?

DC/3PC: The EWP's current draw is one key feature that sets it apart from the other "energy guzzler" electric water pumps in the market. The EWP pulls anywhere from 7-10 amps—10 amps is the most the EWP will ever

draw, powered by a 12V automotive electrical system. When using our EWP and Fan Controller the amp draw will fluctuate between 7-10 amps, depending on the temperature of the engine.

SR: How are the pumps mounted?

DC/3PC: The EWP is mounted inline and attached directly to the vehicle's lower radiator hose. The ability to mount the EWP inline means that it will not force the installer to modify or manipulate their existing pulley configuration to install the EWP. We also offer Direct Fit kits for the small-block Chevrolet, big-block Chevrolet, and

now the big-block Ford engines. The Direct Fit Kits include everything you would need to properly fit the EWP to your motor: Silicone fitment hose that is trimable for most applications, two 90-degree feeds to the engine block, our heater adapter for the EWP system so the installer can retain use of the vehicles heater. All EWP 150s and the Alloy EWP 115s have threaded AN-16 fittings for easy installation.

SR: How are pumps rated and what determines which pump is right for the application?

DC/3PC: We determine proper EWP



◆The housing of the EWP 80 is made from glass-filled nylon. Note the inlet (to the right) can be positioned as needed.



◆Recently introduced, the EWP 150 was designed to handle large displacement engines up to 8-liters (488 ci). To the right is the Davies Craig controller.



◆Here the EWP 150 has been fitted with AN fittings for the inlet and outlet. The housings of these pumps are made of aluminum.



◆The Davies Craig DC 8000 Controller with digital display adjusts the speed of the water pump and can be used to turn an electric engine cooling fan on and off with adjustable set points.

usage based on engine displacement.

EWP 80 for engines with less than 3.0L of displacement

EWP 115 for engines with less than 5.0L of displacement

EWP 130 for engines with less than 6.0L of displacement

EWP 150 for engines with 6.0-8.0L of displacement.

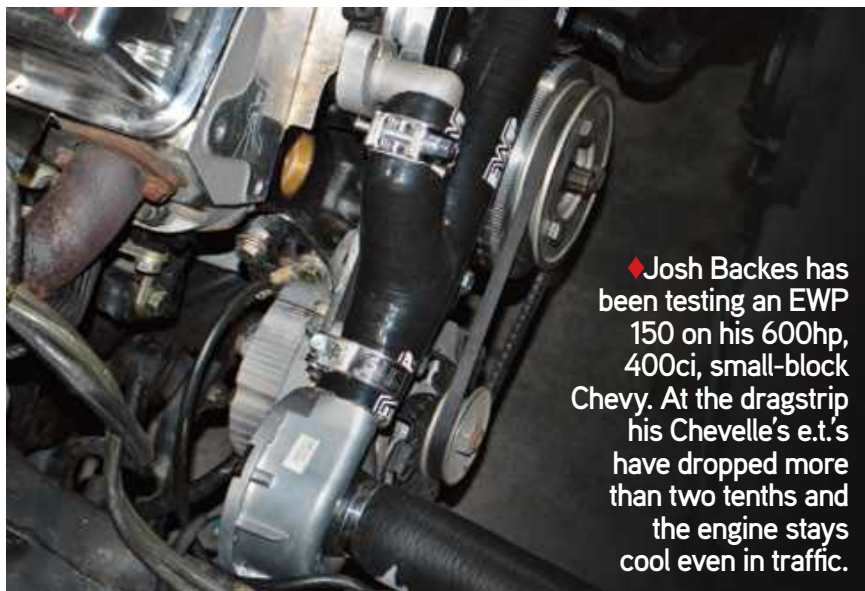
SR: How is the original pump dealt with?

DC/3PC: The original water pump can be removed completely, converted into an idler, or left on the engine and

used in conjunction with our EWP. To simplify the installation when the mechanical pump is removed Direct Fit Kits are available that free up valuable space and take weight off the front of the engine. When used as an idler the impeller from the OEM water pump is removed and the EWP is installed inline in the lower radiator hose. In this situation, the user will gain all the great benefits of using an electric water pump, while retaining all of the factory pulleys and belt configuration. The EWP can also be installed to work along with the

vehicle's OEM water pump.

Davies Craig electric water pumps are light, compact, easy to install, and may well be the answer for difficult to cool street rods while offering increased performance at the same time. When used with the DC engine controller engine temperature, pump speed, and electric engine cooling fans are automatically controlled. Certainly the interest the OEMs have in electric water pumps lends credence to the idea and it may be a cool idea for street rods as well.



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◆ In addition to their line of engine and transmission cooling products, Davies Craig has been making electric water pumps for over two decades.

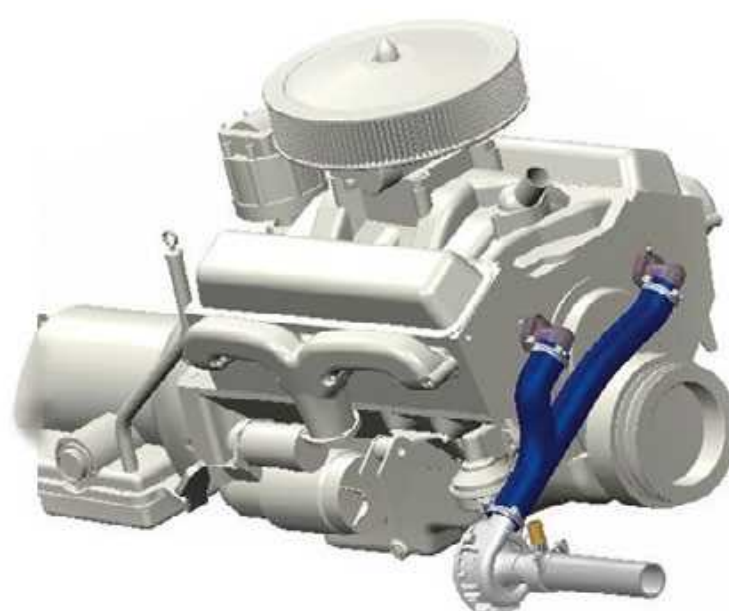


◆ The Davies Craig small-block Chevy adapter kit includes fittings and a special hose to eliminate the stock water pump.

◆ These are examples of hose adapters for aluminum-bodied pumps. The alloy EWP weighs a scant 2.56 pounds.



◆ Hose adapters are also available for fiberglass-filled nylon pumps. These pumps weigh in at 2.16 pounds.



◆ This cutaway of an EWP shows the motor and the highly efficient impeller.

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ABSOLUTE ZERO

Walden Speed Shop Builds a Zero Fighter-Inspired '32

By KEV ELLIOTT with thanks to MELINDA WALDEN | Photography by TIM SUTTON

While certainly not a trend, in recent months we've heard from rod shops of projects being built in the U.S. for customers in other countries. Not so strange when it's European countries like Switzerland, Sweden, or England, but Indonesia and India are hardly hotbeds of hot rodding. Japan, on the other hand, has a thriving hot rod scene, and many cars have been bought and shipped there. This coupe, however, is the first we've heard of being built to order then making the trek across the Pacific.

Takehito Yamato contacted Walden Speed Shop (WSS) after seeing Tom Bandoni's '32 three-window in *The Rodder's Journal*. Initial plans were for one of Walden's signature roof chops, plus one of their Jitney/WSS Ultimate Hi-Boy Chassis. What evolved was obviously much more. Takehito wanted a traditional hot rod, and while that may be essentially what he ended up



with, the details are what really sets this coupe apart. And there are plenty of details! There's also plenty of ingenuity, and the fulfillment of ideas that Bobby Walden had, just waiting for the right customer to come along with whom to collaborate.

As stated, the foundation for this coupe is a WSS Ultimate Hi-Boy Chassis, using original frameroads pinched from the cowl forward to place the 'rails directly under the radiator, with the frame horns removed. The spring, a WSS item 5 inches longer than a stock spring, is located behind the axle, giving a wheelbase 2 inches longer than stock. A '32 axle was dropped 4 inches, while stock-style tie-rod ends are used on the hairpins, tie rod, and draglink. New billet-bodied Model A lever arm shocks by Bill Stipe control damping. Deuce Manufacturing Kinmont-style disc



brakes—the first pair in production—complete the front end.

At the rear, a Speedway Engineering quick-change is hung on a Model A rear spring and Jitney/WSS ladder bars, QA-1 shocks, and a WSS sway bar, with the sway bar arms tucked behind the tires. More Kinmont-style disc brakes, with internal parking brake, match the fronts.

As if a blown motor doesn't make enough of a statement, the decision to powdercoat the entire assembly in wrinkle finish Testarossa Red certainly does. Under it all is a Chevy ZZ383 with aluminum heads, and a Walden 4-71 blower and drive assembly. Dual 500-cfm Holley 2BBL ULTR-HP carburetors on a WSS carb adapter with custom linkage top it off. WSS fabricated the 1-3/4-inch headers as well as the 2-1/2-inch exhaust system.



If you've already glanced at the interior pics you may have noticed there are three pedals in there. Yep, this coupe has a manual trans, a Legend LGT-700 five-speed, hooked up to the GM billet flywheel via a Centerforce clutch. JE Reel made the custom driveshaft.

While the rolling chassis is a work of art, so too is the body that covers it. Delivered from Brookville as an unassembled collection of panels, it was put together on the WSS custom fixture and then modified. It's been chopped 5-1/2 inches in front and 4-1/2 in the rear, the windshield posts leaned back 2 inches, and the rear window leaned forward 3/4 inch at the top. The rear of the cowl was raised 5/8 inch at the windshield in order to visually continue the line of the hood top straight to the base of the windshield, and all body seams were butt welded and metal finished. A steel roof insert was then

welded in and metal finished. Did you notice the center door hinge was eliminated? The remaining hinges were all hand fabricated.

Then there's the work you can't see—the rebuilt door posts, the raised trunk floor to clear the quick-change, the X-brace that was fabricated to act as a center body support, fuel tank mount, and bulkhead. Copper tubing was used to make trunk rain drains from the drain channels, draining out of the body in the center of the underbody pan. Of course it's all concealed behind the latch panel. The PPG '36 Cordoba Tan color was picked by the owner from the start, as were the E&J headlights. Turns out he bought them from Dave Shuten and took them to Japan, only to hand deliver them to WSS, where Shuten recognized them during a visit! That's definitely taking the long way round!

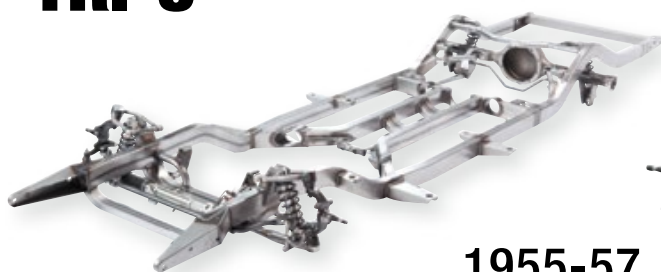




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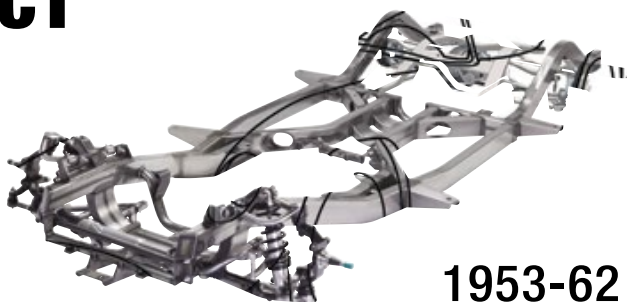
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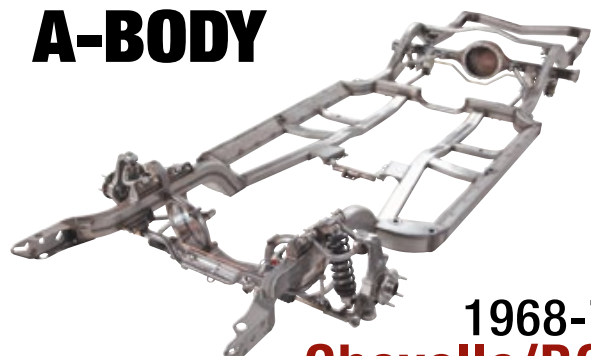
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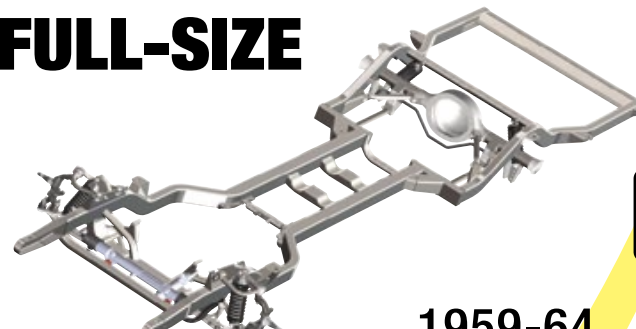
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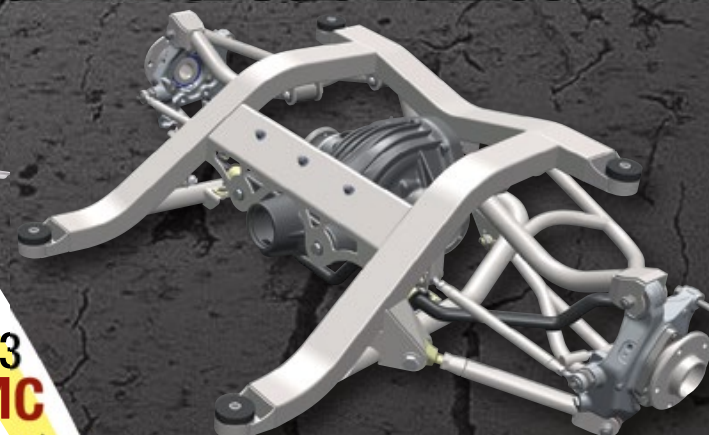
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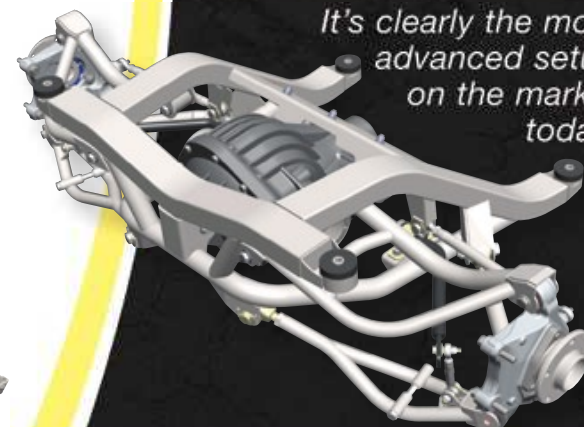


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ABSOLUTE ZERO

A first glance at the interior might dismiss it as very minimalist. After all there's no carpet, not much in the way of interior panels, and barely upholstered seats. Those seats, however, are very special, and exact copies of those found in a Mitsubishi Zero World War II fighter plane (see page 80). Continuing the airplane theme, Classic Instruments Bomber Series gauges were chosen, but once they were installed, Bobby Walden felt something was missing. Referring to a book on Zero planes, he realized it was a compass, so bought one and had a bezel 3-D printed to match the other gauges. The turn signal switch has a similar bezel, while all the switches have guards, just like an airplane would.

It's all in the details, see? Like the battery box, which is an old Ford battery, gutted to hold a modern one, and a Ford tractor battery box lid widened to suit. Or the cork flooring with powdercoated aluminum trim. Or the hand-tooled leather seat cushions with Rising Sun graphic by Duane Ballard Custom leather, who also added details to the deconstructed aircraft seatbelts and made the armrests on the doors. Or the fact that all the lettering has been painstakingly ground off the BFGoodrich tires, while the Real Rodders Wheels have been powdercoated satin black. Or the exact replica of the seat tag. We could go on, but you get the idea.

Unfortunately there's no way you can check this coupe out in person, as it is now in Japan with its new owner. It made one U.S. show before "emigrating" to the West Coast Nats in Pleasanton, where the owner saw it for the first time. Bobby and Melinda Walden actually got to drive the coupe in Japan, when invited as guests to the Mooneyes Show in Yokohama last December, now it's down to Takehito to take care of a very special hot rod. **SR**



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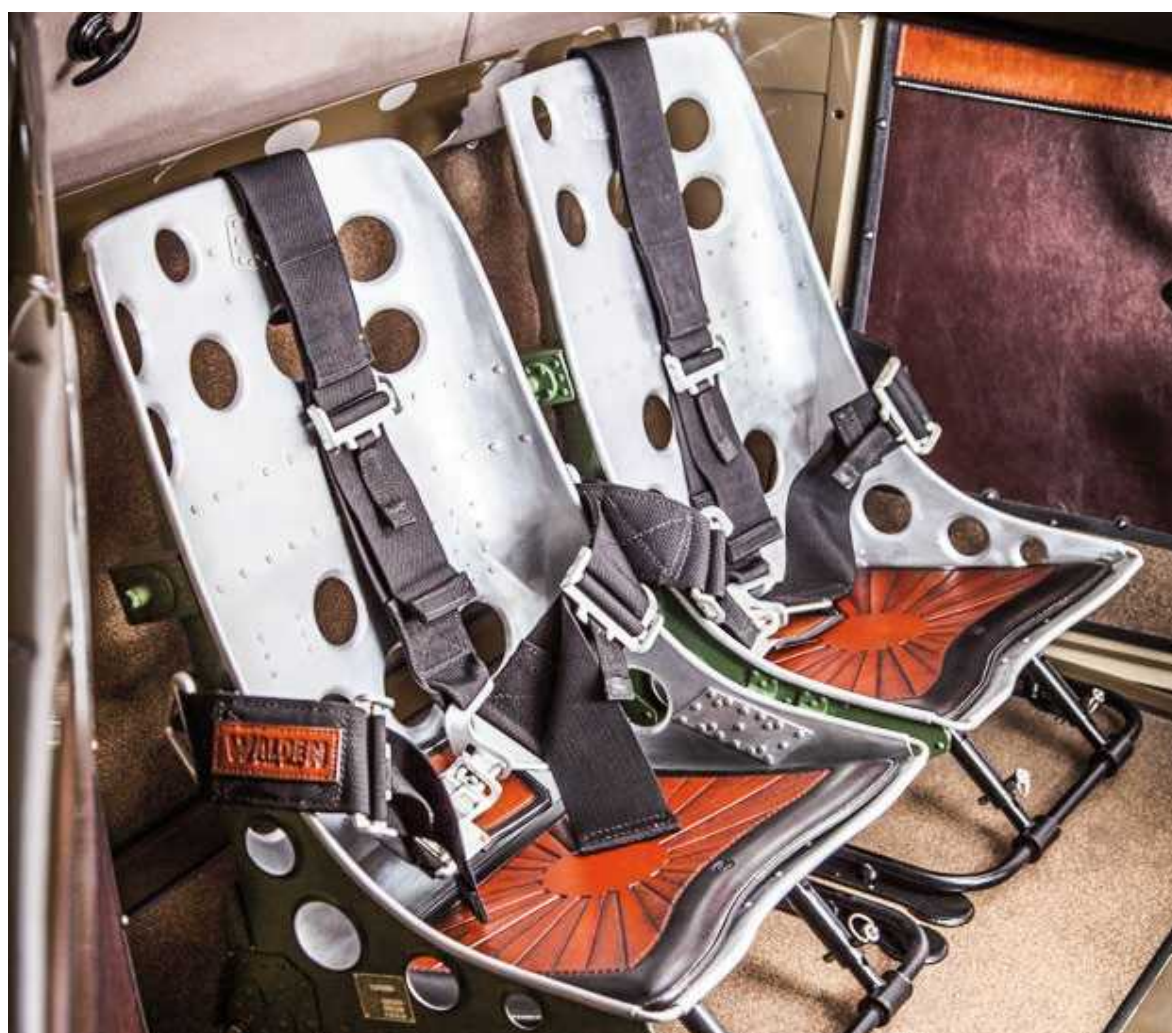


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The Seats

The original plan for the coupe was to use traditional aircraft “bomber” seats, but Bobby Walden felt it needed something different. A visit to the Planes of Fame Museum at nearby Chino Airport for inspiration proved productive when he saw the last remaining operational Zero airplane in the world. The Mitsubishi A6M Zero was a long range fighter aircraft operated by the Imperial Japanese Navy from 1940 to 1945, so what better than copies of the seats from this for the coupe?

Steve Hinson at the museum allowed Bobby and Perry Spring to take photos and make templates in order to make exact replicas, as long as they promised to build just two seats. Strangely, the day they did so was December 7, 2013, the 72nd anniversary of Pearl Harbor. This plane was captured at Saipan during World War II and flown to different U.S. bases for examination and tests.



Following the war it was flown by Charles Lindbergh. Walden says it was a very unique and humbling experience to work with this seat knowing it had been sat in by a Japanese pilot, American pilot, and Lindbergh.

The tag on the side of the seat is probably the most interesting feature, and was faithfully reproduced by WSS. A photo of the tag was sent to the Tokorozawa Aviation Museum in Japan for translation of the obscure kanji used, where they were surprised as it is considered a precious document to understanding where the body originated.

The end result is a stunning pair of seats that have many more hours invested than such rudimentary items of a car should have, seats that not only honor the Zero fighter, but would actually bolt right into such a plane, such is their authenticity.

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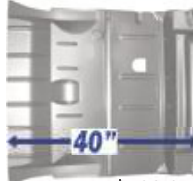


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The Metalwork

While we couldn't possibly be at Walden Speed Shop for the entire two-year build, whenever we were there, we shot pictures of this coupe body coming together. While in no way a step-by-step presentation, it should give a fair idea of how the chop and raised cowl was tackled. Note WSS has a substantial fixture they use for assembling Brookville bodies, with substructures to ensure consistent alignment.

It's also interesting to note that the doors are chopped and hung as a first step in the chop process, providing a reference point as work progresses. A 3/16-inch steel plate is used to constantly check the door gaps.



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♦ The 2015 ARP/STREET RODDER Road Tour '61 Ford Sunliner packs some punch with a twin-supercharged 427 underhood. Like the rest of the car, the engine compartment was beautifully executed by Hollywood Hot Rods.

Twice is Nice

Our 2015 ARP/STREET RODDER Road Tour Boss 427 Gets Twin TorqStorm Superchargers

By Ron Ceridono | Photography by Tim Bernsau

➤ **Regardless of the** manufacturer's name, the number of cylinders, or the material it's made from the internal combustion engines used in automobiles all operate the same—they take in air and fuel, compress it, burn the mixture to make power, and then expel the spent gases. But even though the process of intake, compression, power, and exhaust is the same for all engines, some engines do it more efficiently than others.

To maximize the performance of any engine the basic goal is to fill however many cylinders there are with as much air and fuel as possible. How well that is done is described as volumetric efficiency (VE), which is the difference between the theoretical amounts of air (or air and fuel) each cylinder can take in during the intake cycle compared to the actual amount taken in. With naturally aspirated engines, when the pistons drop on the intake stroke a vacuum is created and the higher atmospheric pressure outside the engine causes the cylinders to fill. That's why engines run better at sea level where the atmospheric pressure is



1. TorqStorm superchargers are available in natural, black, or micro-polished finishes. Note the exclusive use of ARP fasteners. They were used throughout the car for appearance and strength.

2. These are TorqStorm supercharger cases; they are carved out of a solid block of aluminum on state-of-the-art CNC machines.



higher than at the top of a mountain pass where the pressure is lower. Obviously the way to enhance engine performance is to force more mixture into the cylinders and that can be easily done with a supercharger. Increasing pressure in the intake tract above atmospheric results in more mixture entering the cylinders and as a result VE goes up dramatically.

To power the 2015 ARP/*STREET RODDER* '61 Ford Sunliner we chose a 427ci small-block from Ford Racing. As we explained in the May '15 issue, these engines are based on blocks that Ford Performance engineers designed as replacements for the legendary Boss 302 and 351 blocks. As we said then, "These new blocks are cast from diesel grade iron and designed with added material in key areas, which makes them far superior to any Ford OE block ever produced. In addition, by maintaining many of the dimensions and features from the original 289-351 blocks, these new Boss blocks fit just about any vehicle that used a Windsor-style engine."

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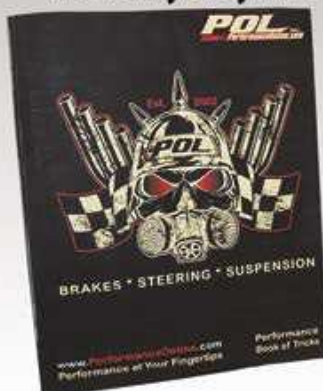
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3. Like all the other components the input shaft and drive gear are built to exacting specifications, the tolerances these parts are held to would be close to impossible to achieve without contemporary manufacturing techniques.



4. The business end of the supercharger is the impeller. TorqStorm's high-flow billet impeller is designed to produce low-rpm boost for improved driveability.



5. To produce boost the impeller spins much faster than crankshaft speed. At the bottom of the case is the drive gear spun by the crankshaft, the upper gear is connected to the impeller.



6. The twin superchargers are mounted to the engine with 3/4-inch CNC machined aluminum brackets that also accommodate the alternator and power steering pump. Note the adjusters on the idler pulleys that are used to establish belt tension.



7. These are the blow-off valves—they are vacuum controlled and serve a dual purpose. They only allow boost to occur above light throttle (when vacuum drops to a preset point) and they release excessive boost to prevent damage to the system when the throttle suddenly is closed on deceleration.



8. To provide clean air to the superchargers Hollywood Hot Rods fabricated mounts for dual K&N filters that fit behind the grille (this filter is for the right side of the car).



9. Speedway Motors supplied the Powermaster alternator that mounts via the TorqStorm bracket. It runs off a serpentine belt that also spins the water and power steering pumps.

As one of the goals of the Road Tour build is to include cutting-edge components we've elected to put our Boss 427 under pressure and add twin TorqStorm superchargers. TorqStorm is a division of Accelerated Tooling, a precision CNC manufacturing facility that provides services to a wide range of industries. Fortunately for hot rodders the owners of Accelerated Tooling, Chris Brooker and Scott Oshinski, both have a passion for cars and racing, which led them to create Accelerated Racing Products to produce TorqStorm superchargers. These superchargers are the centrifugal type, which compresses the air inside the case with a spinning impeller, then discharges the pressurized air to carburetor or fuel injection system. By contrast a Roots (GMC-style) supercharger pumps the air/fuel mixture into the engine and pressurizes the intake manifold.

Similar in design to a turbocharger, centrifugal superchargers are belt driven by the crankshaft rather than being spun by exhaust gas. This not only simplifies installation, but it eliminates the low-speed lag turbo systems suffer from as they get up enough speed to produce boost.

When compared to other centrifugal superchargers TorqStorms are unique in a number of ways. Rather than a casting the housing and cover are machined from billet 6061 aluminum, the ceramic bearings are lubricated by an internal oil supply, which eliminates the need for plumbing into the engine's circulatory system. Complete packages are available with a single supercharger; there are also dual supercharger kits as well as a solo system specifically designed for '49-'53 Ford Flatheads and they're all covered by a limited lifetime warranty.

For the ARP/STREET RODDER Ford we chose a complete kit to mount two TorqStorm superchargers on our Boss Ford. It included hoses, tubes, BOVs (blow-off valves), air filters, carb hat and all necessary brackets, pulleys, and hardware for a complete installation (although in our case Hollywood Hot Rods fabricated the inlet and outlet tubing, air cleaners, and fuel injection hat). Thanks to well thought out bracketry

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10. The headers on our Boss 427 are metallic/ceramic-coated Tri-Ys from Doug's Headers. The ignition system and plug wires are from PerTronix.



11. To prevent premature wear and make sure our big Boss has a long life it was filled with AMSOIL Break-In Oil for the initial startup.



12. An AMSOIL oil filter was installed along with a black Lokar Midnight Series flexible dipstick.



13. Ready to roar on the Westech dyno. For testing purposes we used all the plumbing as supplied by TorqStorm.



14. Here one of the two blow-off valves is positioned in the tubes leading to the FAST fuel injection throttle body.



15. Don Armstrong's U.S. Radiator supplied the radiator, shroud, and electric fan. Note the pressure cap in the custom tube fabricated by HHR.



16. Back from Westech's dyno the TorqStorm blown Boss is ready for the 2015 Road Tour.

TorqStorm superchargers are easy to install and once in place dialing in the amount of boost for the application is simple. The factory setting of 6-8 psi will bump up horsepower considerably, a bunch more horsepower is a pulley change away.

With the addition of the twin TorqStorms our engine was delivered to the team at the Westech Performance group for dyno testing. With 8.7 pounds of boost we saw 648 hp at 6,000. While that's an impressive number what makes the wheels turn is torque. We love big, flat torque curves and we got one with 458 lb-ft at 3,100 rpm on the way to a peak of 593 lb-ft torque at 5,400. To prove the point that bigger numbers were easily attainable, the Westech guys swapped pulleys and upped the blower's boost to 12.9 pounds, which produced an impressive 721 hp at 6,000 rpm and 634 lb-ft of torque at 4,900 rpm. Again the torque was coming on strong early with 543 lb-ft at 3,600 and it wasn't done yet. Another pulley swap provided 15 pounds of boost, which resulted in peaks of 790 hp and an astonishing 692 lb-ft. Given the numbers were coming on strong at that point Steve Brulé and the Westech crew were confident that 850 hp was a few rpm away but with the departure date for the Road Tour fast approaching time for more testing was non-existent. Thrilled with the potential to keep tour leader Jerry Dixey out of jail and to protect the car from any ham-fisted driver who might get behind the wheel, the decision was made to dial the boost back a bit, but we can testify there's still plenty of power on tap; besides we're only a pulley swap away from more if we want it.

The TorqStorm superchargers delivered the power we were looking for; they're known for reliability and they certainly look trick. We're ready to turn our twin supercharged ARP/STREET RODDER Road Tour Ford loose for a full summer of cruising around the country. You can keep track of it and all the Road Tour happening in the pages of STREET RODDER at streetrodder.com or check it out firsthand and join any or all of our tours.



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REWRITING THE BOOK

'28 Ford Roadster's Fresh New Look Comes From Randy Northuis

By **CHUCK VRANAS** | Photography **BY THE AUTHOR**

There's nothing better than spending a Saturday afternoon combing through the endless aisles of derelict cars at your local salvage yard. Sure it's a boulevard of broken dreams for the cars themselves and the stories that led them to their final resting place, but for a hot rodder it's a place where ideas are born. Imagine how many rod and custom builders had their best creative moments while walking a path looking for inspiration amongst the wrecks.

For Randy Northuis of Holland, Michigan, one such visit inspired him to take on a build he never would have thought of before. While passing by a wrecked '97 Buick Regal that just so happened to have its hood up he saw its transversely mounted supercharged 3.8L V-6, causing him to stop dead in his tracks. Although the engine had suffered a fire it was its initial layout and supercharger design that caught his attention, causing the wheels to turn deep in his mind. This was where the initial spark for the project started, but let's not get too far ahead.

Growing up in Michigan as a youngster, like many others he was overtaken by little books, kit models, and drawing out his hot rod fantasies on paper. As the years passed, Randy got involved in mini bikes and cars, eventually spending time at his uncle's gas station turning wrenches while also driving a hopped-up '56 Chevy. After serving in the military his career continued on as a maintenance

supervisor while also building some bitchin rides, including a V-8-powered VW Beetle and a '58 English Ford station wagon Gasser.

Stepping back to that fateful moment at the salvage yard, Randy wasted no time returning the following day to begin pulling parts from the tattered Buick to act as a base for the new project. That day he removed the engine cradle, transmission, wiring harness, and computer, hauling it back to his home shop to begin mapping out a plan. For this build he wanted to start with a blank sheet of paper and create a fresh, futuristic look and approach based on inspiration he had thought about for years since he was always a fan of Ford Model A roadsters. Starting with the engine cradle on his frame jig he laid out a 114-inch wheelbase planning for a low-slung roadster that would corner like a slot car with a 40/60 front-to-rear weight distribution.

Using 2x4-inch mild rectangular steel tubing the framerails were laid

out with custom crossmembers, tying together at the engine cradle. Out back the stock lower control arms connect to modified rear spindles and uprights to accept custom upper control arms as well as custom-mounted TCI Engineering coilover shocks and fixed links. Up front to give the car sharp steering Randy fabricated one-off tubular upper and lower control arms matched to '71 Ford Mustang spindles with TCI Engineering





coilovers all connected to a '78 Dodge Omni manual rack-and-pinion box. When it comes time to stop a Corvette dual-bowl master pushes fluid through steel lines to 11-inch discs and calipers anchored at each end. For plenty of style and grip a set of Boyd Coddington Junkyard Dog Series 17-inch front and 20-inch rear wheels wear BFGoodrich G-Force T/A rubber.

In sourcing an engine Randy looked to the Internet to locate a



low-mile original and found a perfect specimen for the job with a 240hp supercharged L67 Series II V-6 sidewinder from a '97 Buick Regal. From the factory the engine was packed with all the right goods and topped with an Eaton Generation III M90 supercharger with a 3.8-inch drive pulley, large throttle body fuel injection, and aluminum heads. In its natural form the engine needed quite a bit of detailing to give it a hot rod presence so Randy got busy fabricating numerous dress-up items, including custom aluminum trim for the valve covers and engine components, as well as creating a new engine cover to conceal the injectors and wiring. The final icing was from his son, Eric, who machined the custom 3800 series nameplate. Spent gases dump through the factory exhaust manifolds to a custom-designed 2-1/2-inch dual exhaust. It all links to a GM 4T65E four-speed automatic trans warmed over by Maplewood Automotive of Holland, Michigan.

When it came to designing the body Randy focused on retaining some classic Model A lines fused with the futuristic look of a stout little Indy-inspired car. He made the decision to mount the body to the chassis unibody style and began first to prepare the mounting bases and structural components needed to take on the application. Utilizing 16-, 18- and 20-gauge cold-rolled sheet steel the body was formed. As Randy tells us "the shape was defined by both necessary space requirements

(function) while also melding aesthetics (form)." The steel floor incorporates a structural tunnel to facilitate the routing of radiator lines, heater hoses, brake lines, and miscellaneous plumbing necessary for a rear-engine car. The hood sides, cowl, doors, rear body, and pickup bed were entirely hand-formed by Randy while the hood was formed from a Model A gas tank and the radiator shell was spliced, molded, and sectioned 5 inches. The distinctive Model A cowl lines were incorporated and flow well with custom laid-back A-pillars. Once the body was completed it was metal finished and prepped for a dramatic coating of Matrix red jewel metallic vibe, all by Randy, bringing the car to life.

To complete the cabin, more fabrication followed, including a dash filled with Haneline dials to monitor the vitals while a banjo-styled steering wheel navigates and shifts move via a one-off wand. For seating, good friend Cal Reimink reworked a '67 Camaro rear seat for plenty of comfort and covered it with just enough taupe Ultraleather while also laying out the complementing loop carpeting. A one-piece removable roof completes the look to let the sun shine in on perfect days. Having ridden in the car all we can say is that it's an exhilarating experience combining ground-hugging razor-sharp handling with seamless supercharged performance in a truly unique one-off package. **SR**



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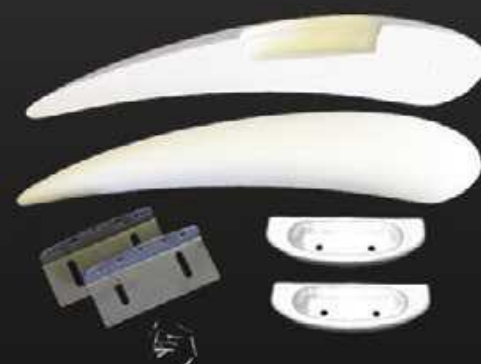
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SULTRY

Ron Hepding's Classic '50 Ford Mild Custom

By **CHUCK VRANAS** | Photography **BY THE AUTHOR**



If you were a teenager growing up in the '50s it was easier to see the latest custom trends if you lived on the West Coast with a constant stream of cars rolling out of some of the most notable shops in the country. New models fresh from the showroom floors were being surgically altered with an amazing attention to artistic detail, personifying original factory lines with updates, including roof chops, pie cuts, sectioning, shaving, frenching, and tunneling. Mild or radical, their restyling cues were setting the automotive world on fire.

For Ron Hepding of Parkville, Maryland, he recalls the very first time he saw an in-the-works chopped Merc cruising his local streets. He was in high school, the car was lowered and in primer, without any windows, but it sure clarified everything he had been seeing in magazines about what was happening in California. It was around the same time he saw the decadence of Candy Apple Red vibe on a car and that's all it took to get him hooked. Once out of high

school he wasted no time in buying a '55 Chevy Bel Air, which he gave the mild custom treatment accented by the right stance.

As the years passed he never forgot his custom roots, always recalling his favorites being lowered '50 Fords with wide whites and skirts. He stepped back into the custom world 20 years ago, flexing his talents on a '53 Chevy Bel Air radical custom featuring a 3-1/2-inch chop coated in House of Kolor gloss with enough details to win the Sculptural

SHOEBOX



Excellence Award from Sam Radoff in 1996. Somehow though, he still yearned for a mildly customized Shoebox to fulfill his teenage memories. He recalled seeing a dark blue '50 Ford club coupe motoring through his local neighborhood years ago and started a search to try and locate the car. Not long after he discovered it in a nearby garage privately for sale. The car was extremely clean for its years however it lay in a state of disassembly with its nose off and original Flathead long





gone. Seeing great potential for his vision Ron made a deal and trailered the roller back home.

Having frequented the local car scene for years Ron had previously met Mike McDaniel, owner of J&M Rod Works in Glenwood, Maryland. Ron had often shared ideas with him of his ultimate mild custom and there was no doubt that McDaniel would be the right builder to take on the project. Without wasting any time Ron hauled the '50 over to J&M to get started. After tearing the car down, McDaniel confirmed the original spine was rock solid and a perfect base to get started with. The frame was blasted clean, boxed, and C-notched out back where a Ford 8-inch rearend filled with 3.55 gears links to axles from Dutchman Motorsports. It's suspended in place by a custom four-link combined with matching Panhard bar, Welder Series antiroll bar, and RideTech 'bags to set the stance. To give the car great handling and a slammed attitude McDaniel installed a Fatman Fabrications Mustang II hub-to-hub IFS complete with RideTech 'bags linked to a power rack-and-pinion. Bringing the car to a halt a Corvette dual-bowl power master pushes juice through steel lines to factory Ford discs out back and 11-inch GM discs up front. For plenty of style the factory steelies were dusted in red, topped with wide whites from Diamond Back and treated to '61 Dodge Polara caps.

When it came time to power the coupe Ron wanted a perfect balance of performance and dependability. He sourced a low-mile '06 Chevrolet 5.3L V-8 linked to a 4L60E automatic trans and handed it over to McDaniel to fabricate the custom chassis mounts as well as complete all the wiring with

his team to dial in the management system. In wanting to retain the EFI and related hardware yet bring the engine some old-school charm, McDaniel fabricated a set of custom Ford Y-block-inspired valve covers as well as a vintage-styled air cleaner sourced through swap meet parts that he modified. A Walker radiator cools the muscle while power moves rearward through a driveshaft by Dynotech Engineering. Headers from Sanderson blow spent gases through a J&M custom steel exhaust with flawless tone from Brockman mufflers.

Creating a perfect mild custom is an exercise in creative restraint. Ron worked with the team to lay out just the right combination of modifications to ensure a perfect design flow. Once any minor repairs to the body were made the team got busy adding frenched headlights, nosing and decking the body, shaving door handles, and making custom hood trim. From there they continued on by smoothing the rear quarter seams, fabbing custom skirts with trim, adding '55 Pontiac side trim, and creating custom taillight openings. Once the body was metal finished it was prepped and treated to a dramatic coating of PPG Twilight Blue metallic by McDaniel bringing the project to life.

Wanting to make an impact when you looked inside, the factory dash was detailed and filled with Marshall Instruments to monitor the vitals while an ididit column wears a banjo-styled wheel from Lecarra. A pair of '67 Pontiac Grand Prix seats were recovered in pleated red vinyl by North Point Glass & Trim of Baltimore who also crafted up the side panels, headliner, and complementing red pile carpet. A custom console by J&M houses a Lokar shifter while breezes are from Vintage Air accented by tunes from Sony. This is one cool custom that would have looked right at home on the streets of Southern California back in the '50s as it does cruising the streets of Maryland today. **SR**

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feature

SWEET RIDE

Candy-Dipped Fleetline Chooses Mild Over Wild

By KEV ELLIOTT | Photography by TIM SUTTON





The Fleetline model name is most often associated with Chevrolet's fastback (originally called Aerosedan) model, which was first offered in 1942, though the Fleetline four-door sedan was released in 1941. With the total body redesign that came about in 1949, for the next three years the Fleetline was only offered in fastback form, albeit in two- and four-door versions, before being dropped entirely by 1953.

Quite apart from the more desirable (to many) fastback styling, the '49-51 Fleetline had another trick up its sleeve, or more precisely, another reason why it looked so much more streamlined, compared to the two-door sedan or even the coupe. The windshield was 1-inch shorter than the other models!



While some search for months to find a Fleetline, this car found owner Andy Sapien. In fact he insists he didn't really want the car, but after the then-owner called five or six times he relented and bought it, immediately sending it to the body shop. The body was in poor condition, but rust free, and apart from nosing, decking, welding the central hood seam shut, and frenching the headlights and '59 Caddy taillights, the body remains stock, even retaining the door handles and original gravel

guards on the rear fenders. The fender skirts never made it back on, and the one-piece "California bumpers" were filled and smoothed, losing their mounting bolts before re-chroming.

One thing that definitely isn't stock though, is the candy green paint, something Andy says he'd stay away from if he did the car over. It's a House of Kolor hue, applied by Daniel Vasquez, once he, Tom Meenan, and Raul had finished the bodywork. The stock grille and stainless trim were refitted, though

SWEET RIDE

the windshield was swapped for a one-piece version.

Underneath, this Fleetline holds a surprise; in an age when it seems almost every car has an aftermarket frame, or at least modern suspension grafted in, we find 2-1/2-inch dropped spindles and stock coils cut by 1 inch, on the otherwise-original independent front suspension, while at the rear de-arched stock springs support a Camaro rearend. Brakes are drum all round behind the 15-inch chrome smoothie wheels, which wear whitewall

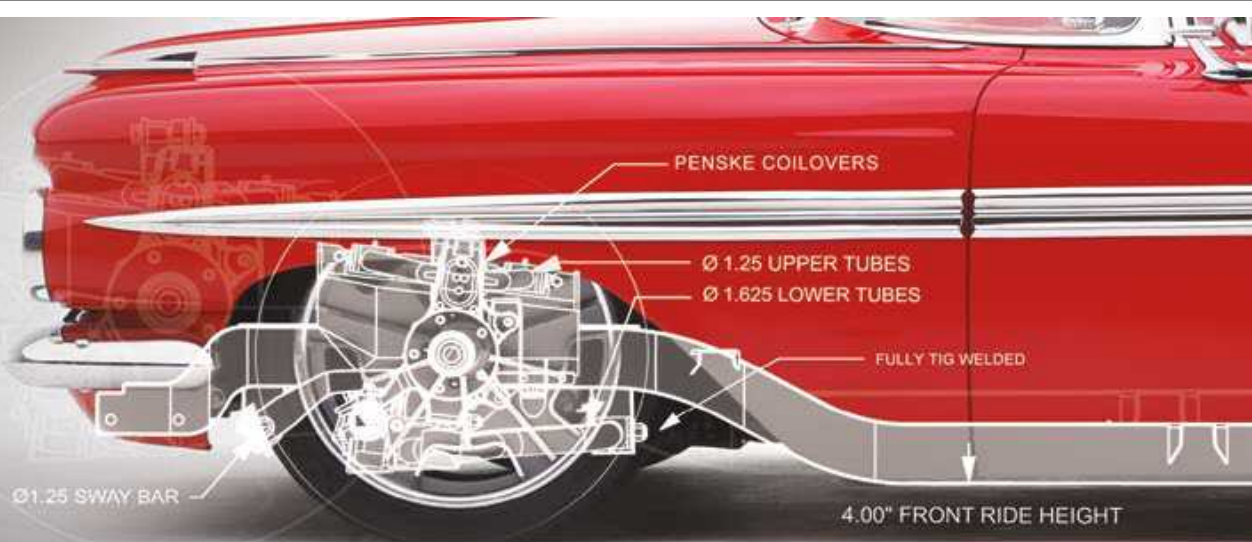


radial rubber, 205x15 at each corner. Stainless steel tubing replaces all the original steel chassis plumbing.

The suspension may be almost stock, but the running gear definitely isn't. Replacing the Stovebolt six is a 350 Chevy of '80 vintage, assembled by Soto at A&S Auto in Montebello, California, now equipped with an Edelbrock 600-cfm carb on a same-make intake, with Doug Thorley headers pumping gases through 26-inch glasspacks. Walter Proster came up with the unique custom valve



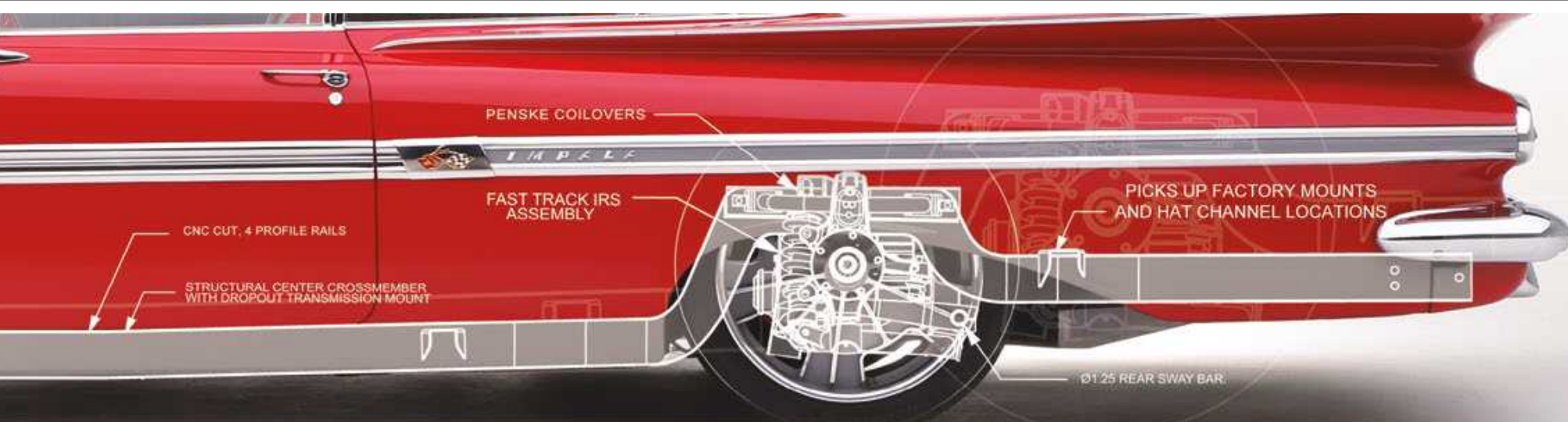
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covers; Ulloa Transmission assembled the TH350 bolted to the small-block.

The candy green exterior color made its way onto the dash, GM van tilt column, and '50 Olds steering wheel, with everything else covered by Bob & Sons Kustom Interiors in El Monte, California, in white vinyl with green tuck 'n' roll inserts, including the kick panels, door panels, and package tray, as well as the seats. The Lincoln front seats allow space for a custom console between them,

while the rear seat is a one-off wrap-around style. A white headliner and chrome garnish moldings complete the interior, which is matched by the upholstery continuing into the trunk. Rick Vazquez was responsible for installing the Kenwood/Pioneer mix audio system, ensuring Andy enjoys cruising the Fleetline, whether it's on regular weekend jaunts or longer trips, such as to Santa Maria for the Cruisin' Nationals. We'd be looking forward to the weekend too if this fastback were parked in our garage. **SR**

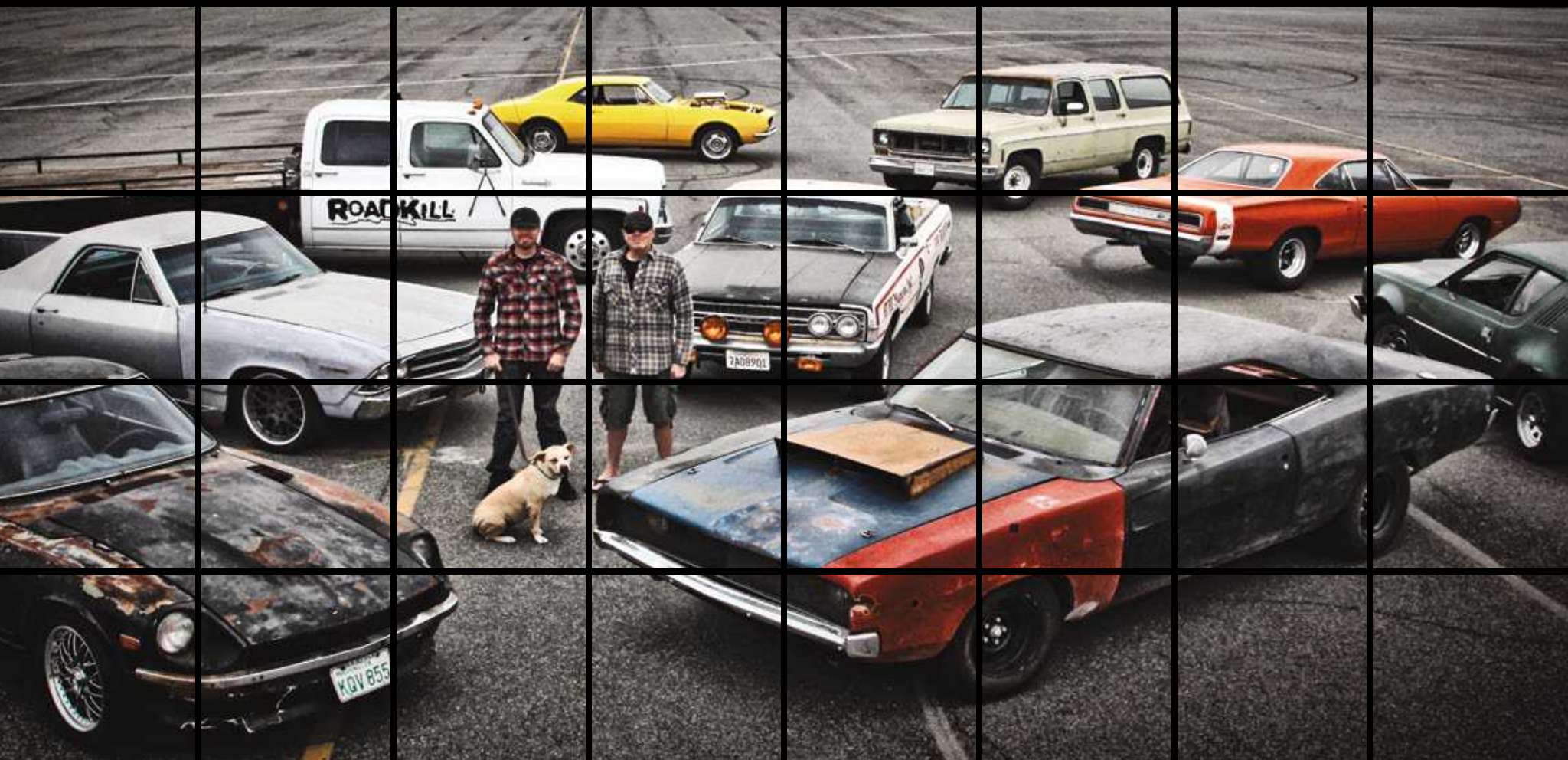


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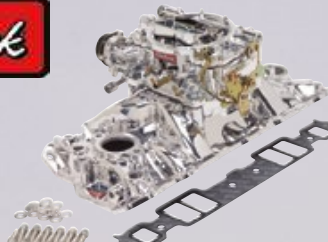


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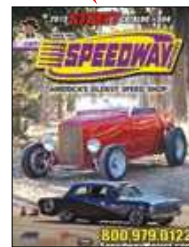
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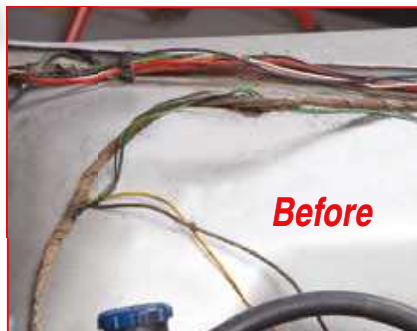
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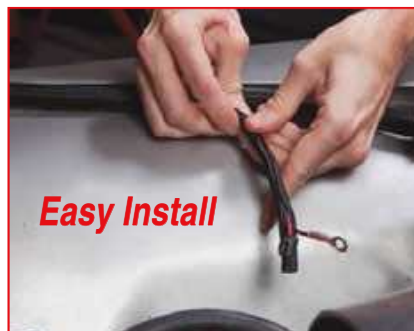


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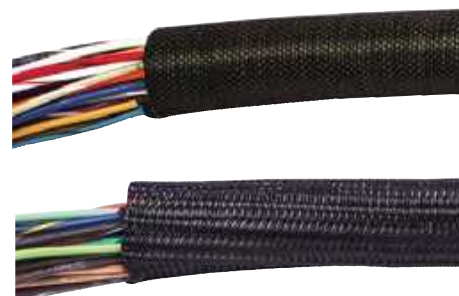


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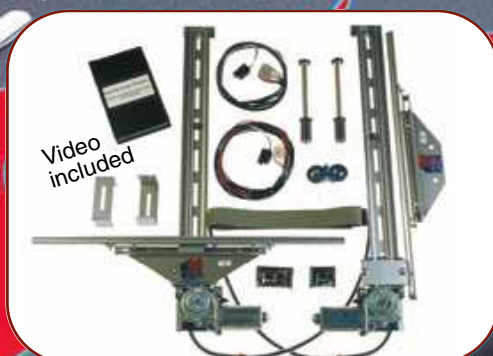
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New!

LS engines in Street Rods with R&P Steering

New full length design for LS series engines in Street Rod and other chassis. 1-5/8" tubes. For 1-3/4" specify CPLS134.

Plain Steel from \$455
HiTemp Ceramic Silver from \$645

CC11

Model T's & A's, and '40s cars.

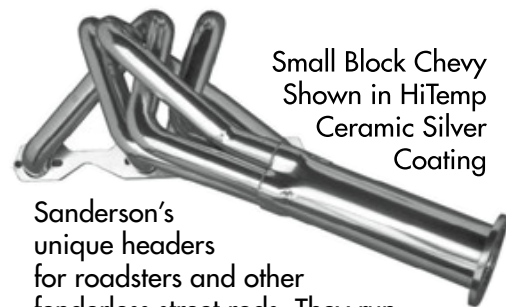
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HiTemp Ceramic Silver from \$535

FORD

FH1

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FORD

FF6

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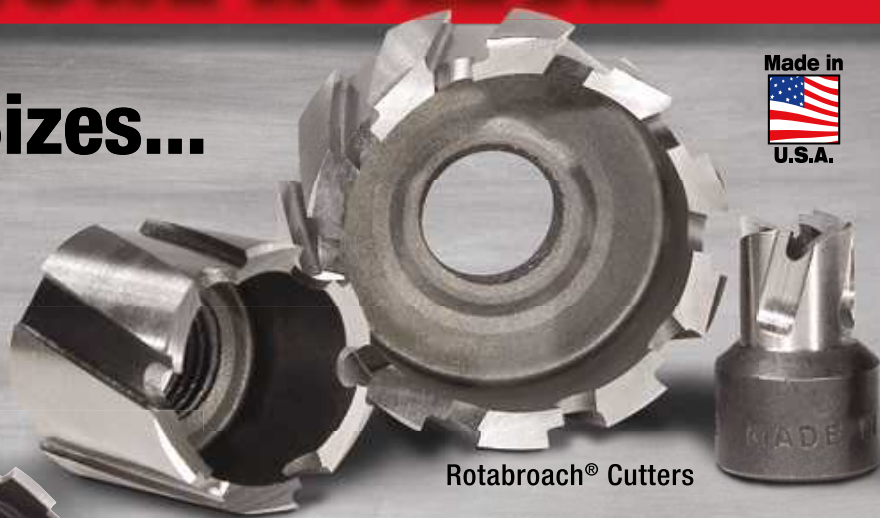
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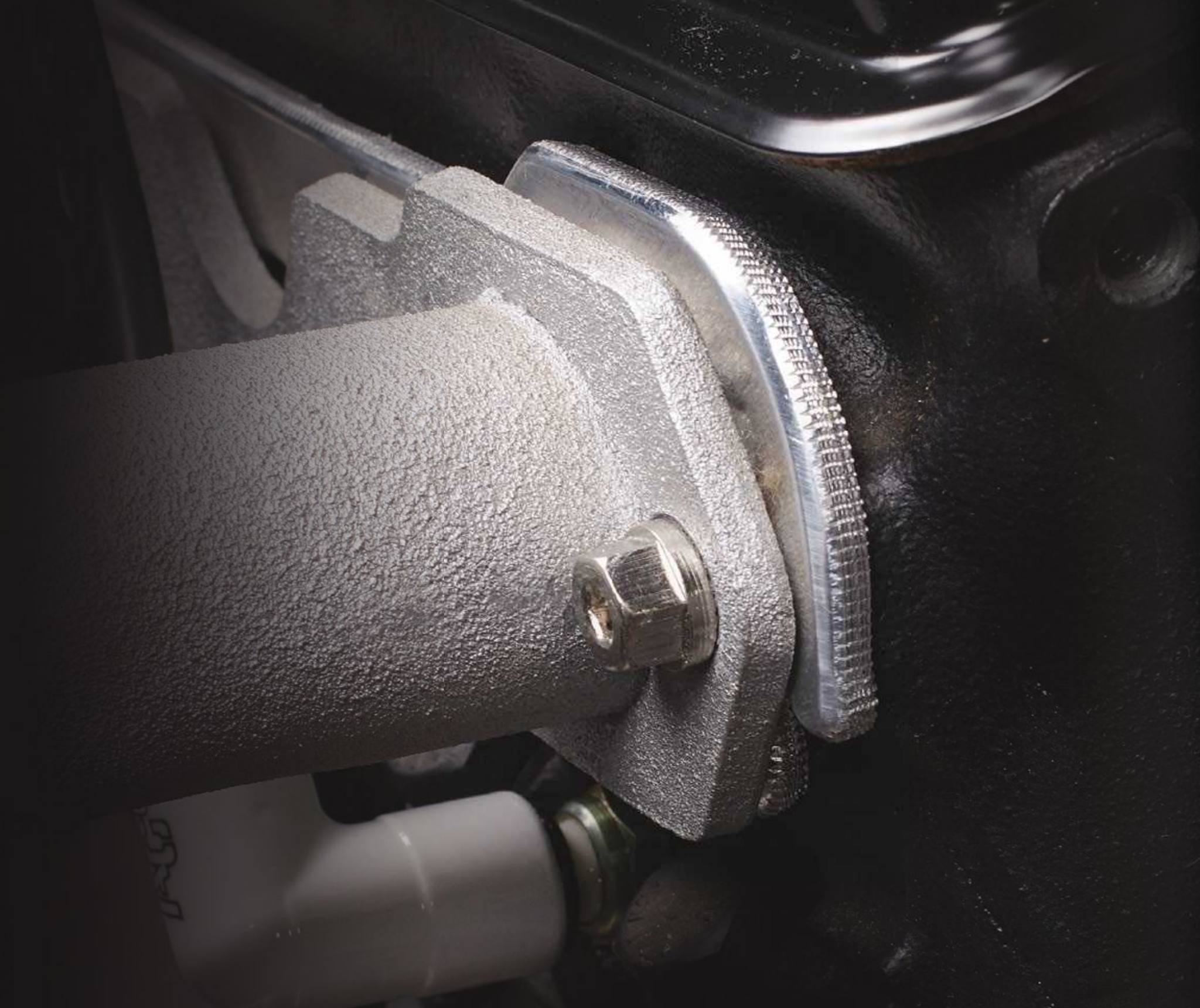


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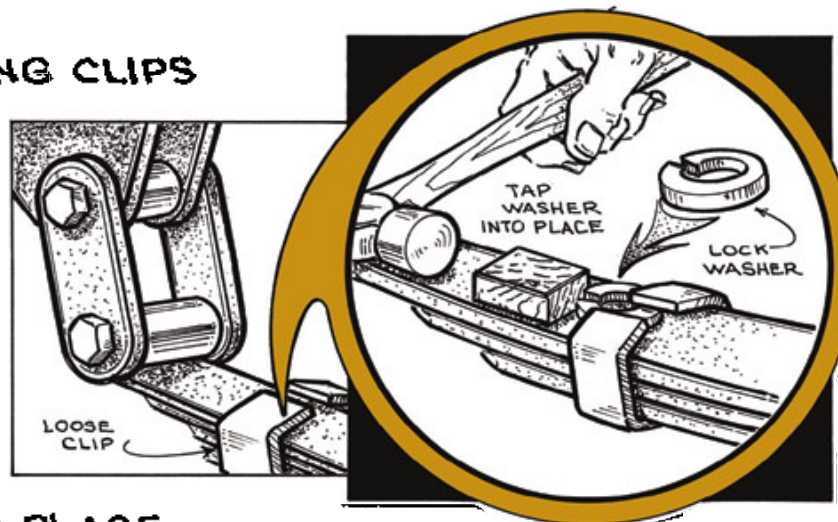


BY BOB HOVORKA



LEAF SPRING RATTLES

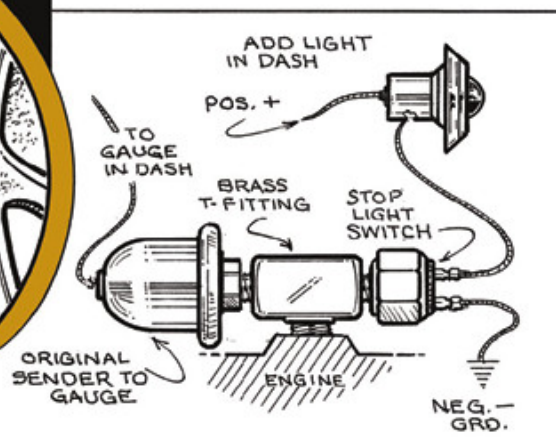
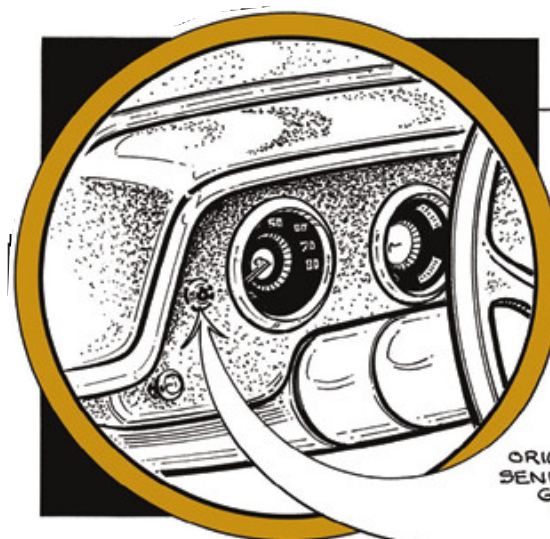
OVER TIME, CERTAIN TYPES OF SPRING CLIPS CAN WORK LOOSE-- CAUSING Annoying RATTLES. TRYING TO TIGHTEN THEM BY HAMMERING THE CLIP AGAINST THE SPRING DOESN'T ALWAYS WORK. SOMETIMES A LOCK WASHER CAN DO THE JOB BETTER and EASIER. SPREAD THE WASHER (if necessary) and START TO FEED IT BETWEEN THE CLIP and SPRING. USE A BLOCK OF WOOD and HAMMER TO TAP IT INTO PLACE.



FOR THOSE WHO DRIVE 'em...

OIL PRESSURE GAUGE

HOW OFTEN DO YOU ACTUALLY LOOK AT THE OIL PRESSURE GAUGE WHILE DRIVING? SOME "back yard tinkerers" WORKED OUT A WAY TO HAVE A WARNING



LIGHT along with the gauge. THEY USED A "T" FITTING, A HYDRAULIC BRAKE LIGHT SWITCH and A SMALL DASH LIGHT. THE "T" FITTING REPLACED THE ORIGINAL SENDING UNIT-- which was moved to one end of the "T".

THE BRAKE LIGHT SWITCH WENT INTO THE OTHER END. A SMALL LIGHT WAS ADDED TO THE DASH and WIRED as shown.

WORN or STRIPPED THREAD Emergency

IT COULD BE ANYTHING THREADED -- from A BOLT

or NUT to A SHOCK MOUNT --

SOMETHING THAT NEEDS TO HOLD

TOGETHER UNTIL YOU CAN GET

HOME TO FIX IT PROPERLY...

MAYBE THIS WILL WORK FOR

YOU. REMOVE THE NUT and CUT

A HORIZONTAL SLOT IN THE

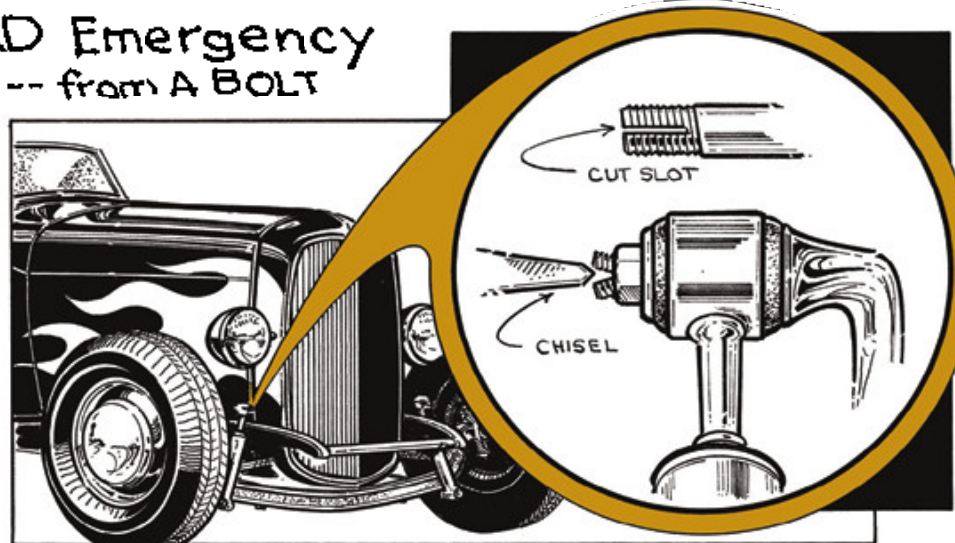
THREADED END. PUT THE NUT

BACK and TIGHTEN IT AS MUCH

AS YOU DARE. NOW TAKE A

CHISEL and SPREAD THE END OF THE THREADS

(as shown.) THIS WILL KEEP THE NUT FROM COMING OFF.



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STREET SHAKER



BY CHUCK VRANAS



Blown Aluminum Buick V-8 Shakes Life Into Model A

◆Being 16 years old in 1960 and discovering hot rods for the first time is like winning the lottery. For Warren Grimm of Picton, Ontario, Canada, a lightswitch turned on when his childhood friend Keith brought him for a visit to the Stokers Car Club one afternoon. Surrounded by club members who were wrenching on their coupes and roadsters with the sounds of hopped-up Flatheads being tuned for late-night runs on desolate roads, he was immediately hooked.

It wasn't long till he located a '28 Ford Tudor sitting at an old gas station, negotiating a deal for \$80 to begin his first project. He chopped the lid 4 inches and dropped in a '55 Chevy driveline to get the car street worthy

and wasted no time in making the scene. During this time he also began frequenting dragstrips, heavily influenced by a number of trips to experience the Nationals at Indy in the early '60s. This was where one of his hot rod heroes, Tommy Ivo, whom he had never met before gave him passes to enter the event. It was the height of Gassers running the quarter-mile and there he found his calling.

Stripping the Tudor down to bare bones, he reinforced the frame,

massaged the engine, lettered it the Village Idiot and raced it till 1967. A number of cool cars followed but he never forgot the adrenaline rush he experienced while driving his Gasser. Recently it was finally the perfect time to start a new build. A lead for a body led him on a 2,000-mile trek to Saskatchewan where he found an original '30 Ford Tudor body. A deal was made and he hauled it back home to outline plans to get started.

If you're active in the hot rodding world you'll surely know the name Jeff Norwell, as he has brought to life countless rods and customs in an endless stream of artwork flowing from his pen. One particular piece known as "Den of Inequity" featured an evil lime green Model A Tudor that played heavily on Warren's mind. He would come to use this art as the inspiration for his new build.

For a rock-solid base he contacted





Hitman Hot Rods in Ontario for one of their traditional Model A spines. The frame was boxed for extra strength and tied together with custom crossmembers. Out back a Currie Enterprises 9-inch Ford rear was packed with 3.70 gears linked to Moser axles and suspended in place by custom 38-inch ladder bars, Bilstein coilover shocks, and Panhard bar. Up front an original Model A axle was matched to Speedway Motors '39 Ford spindles and transverse leaf spring with Bilstein shocks soaking

up the bumps. For stopping power a Wilwood master pushes fluid through steel lines to Ford drums from Speedway Motors out back with 10-1/2-inch GM discs and calipers up front. Power hits the pavement through original 15-inch Halibrand rear wheels wearing M&H Racemaster cheater slicks and 15-inch Rocket Launcher wheels shod with Cokers.

The heart of any Street Shaker is its mill and for plenty of punch Warren had D&D Fabrication of Almont, Michigan, machine a '64 Buick aluminum V-8 to 300 ci with TDC Engines of Kingston, Ontario, handling the assembly. The engine's packed with go-fast goods, including a stout bottom end urged by a COMP Cams stick. Buick aluminum heads were heavily massaged and topped by a custom-fabbed intake wearing a GM 6/53 blower sucking air through a trio of Speedway Motors 9Super7 carbs. Joe Hunt lights the fire while gases dump through homespun headers. Power clicks through a BorgWarner Super T-10 four-speed to a custom shaft by Driveshaft Specialties.

To give the body a perfect profile, Warren had Randy Emond of Scarborough clipped 4-1/2 inches from the lid as well as install the Howell's Sheetmetal roof filler and Hagan gas door. Emond followed



COMP Tech Tips
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COMP Cams

Lube and Slide

When installing lifters use COMP Cams assembly lube and make sure they move easily. They need to spin to operate correctly and any sticking or binding will cause them to take out the cam.

FAST

Choose the Right Injector

A good rule of thumb when selecting the correct size injectors is a 1/2 pound of fuel per horsepower at the rated pressure.

Inglese

No Longer All or Nothing

Inglese's Progressive Linkage creates a little more pedal movement than blade movement at low rpm, eliminating a "touchy" pedal. It uses a CNC-machined throttle cam for the cable that progressively pulls all eight barrels open to a 1:1 ratio at wide-open throttle.

by making the body razor sharp and then loaded his spray gun with Axalta Lime Light juice, laying down a vibrant vibe to bring the project to life. A custom aluminum dash by Warren was filled with Dolphin dials with a Grant steering wheel plotting the course and gears pulled through a Hurst stick. Procar seats add comfort while the interior was complemented in matching vinyl panels and black carpet by Shannonville Upholstery of Shannonville. A special nod goes to Candy's Hot Rod Supply in Kingston for wrapping up all the fine details on the car. This is one evil Model A shaking the streets of Ontario.



BY TIM BERNSAU



Johnny Pappas | 1957 Chevy Bel Air | Reston, Virginia

♦ **Johnny Pappas** tells the story of Belle, his Sierra Gold '57 Bel Air. "Riding in my father's '57 Chevy wagon, I fell in love with the fins and huge 'eyes' that served as headlights. I never had to be coerced into washing it or polishing it. When he traded it in, my chances of owning the family Tri-Five was lost—but I jumped at the chance to have my own '57 Chevy when the opportunity arose five years ago.

"I found the Bel Air on craigslist. It was affordable and in running condition, and located 15 miles away. I promptly bought it—late at night in a dark carport—without so much as a testdrive. The drive

poured into the car. Her first reincarnation added some engine compartment chrome, a new front end, new exhaust pipes, and halogen headlights. Even with 25-year-old paint and scratched



home was a real challenge in the chilly fall night with no heater, dim lights, worn suspension, worn-out manual brakes, and a host of other serious shortcomings. I went to bed thinking I'd made one of the biggest mistakes of my life!

"The next morning, Belle (the name I christened her that night) had no fewer than nine leaks on my garage floor. During the next four years, many hours of wrenching and money was



brightwork, she still won trophies. But I dreamed of the upgrades that would transform her into a cool street rod.

"I took her to Mike Fruth in Stafford, Virginia, for fresh paint. After discovering heavy Bondo, I went ahead with a total restoration. Ten months later, Belle was reborn. Now the Sierra Gold car is loaded with a GM ZZ4 350 crate engine with a Holley carb and Edelbrock manifold, backed by a

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700-R4 and 3.73 9-inch rear. She rolls on 18-inch Billet Specialties wheels and Mickey Thompson tires.

"Belle is my dream car that has become a reality. My wife, Rona, and I drive more than three hours to some car shows, rain or sun. There is only one rule while driving: only '50s music is played on the stereo. Belle is our time machine enabling us to go back to simpler times when all one had to think about was what to order at the local car hop drive-in restaurant."



CLASSIC INSTRUMENTS TECH TIP

When comparing engine temperature read by a gauge with an IR heat gun temperature, it is important to remember that the two devices are reading temperatures from different places. The IR is reading the surface temperature while the gauge is reading the core temperature of the engine. Since the surface is being cooled by the air, it will consistently be 10 to 15 degrees cooler than the core. Therefore, the temperature gauge in your car should always read 10-15 degrees more than your IR heat reading. Reading a cooler temperature on an IR heat gun does not mean your gauge is incorrect, it is just giving you the temperature at a different location of the engine.

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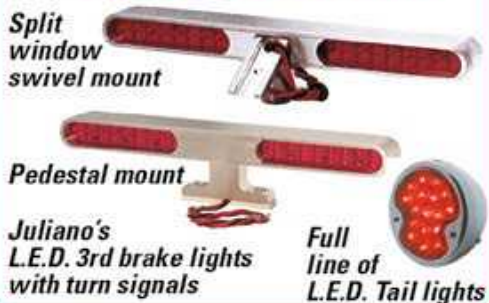
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BY RON CERIDONO

First There Was Desktop Publishing, Now There's Workbench Plating

◆ **There are a** variety of small parts on a street rod that need to be painted, plated, or somehow shielded from the elements. One of the methods used by the OEMs for that very purpose is tin/zinc plating; it provides a bright protective coating that can be seen on fasteners, brackets, and other components.

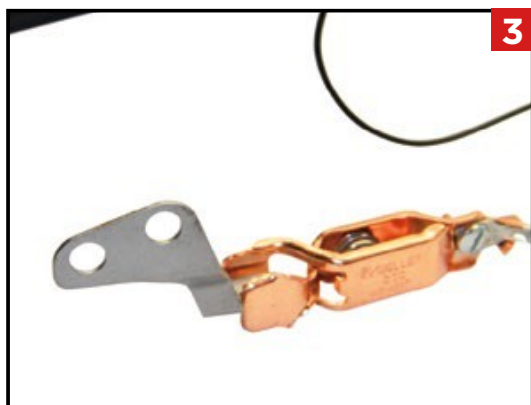
Tin/zinc coatings are applied by electroplating, a process that uses electrical current to pull small amounts of metal from the positively charged tin-zinc anode bar, through the electrolyte solution, and onto the negatively charged piece to be plated. While that sounds like an elaborate process, the Eastwood Company has successfully incorporated the basics in their new Tin-Zinc Electroplating System, PN 10049. Looking a little like a science fair project, the Eastwood Tin-Zinc Electroplating System is powered by a pair of D batteries, but don't let the simplistic appearance of the kit fool you because it works very well.

Eastwood's kit makes it easy to apply tin-zinc plating to metals including brass, copper, and steel (not for aluminum, die-cast, pot metal, or stainless) at home. We experimented by plating a throttle return spring bracket and the results were impressive. So far we have plated coil brackets, fuel line components, carburetor linkage, hood latches, and a host of other parts and pieces and you can bet we'll be doing more.



1. Eastwood's Tin-Zinc Plating System comes with 2 quarts of electrolyte plating solution, tin-zinc anode bar, battery holder (the required D batteries are not included) funnel, 100-gram tube of Autosol polish, electroplating brush, goggles, disposable gloves, and instructions.

2. The included plastic container is filled with electrolyte solution then the anode is hung in place.



3. Before parts can be plated they must be thoroughly degreased and de-rusted. The large clip on the black wire from the battery pack is then attached to the piece to be plated.

4. After the red wire is clipped onto the anode the piece to be plated is submerged in the solution. The longer the piece is submerged, the heavier the plating on the piece will be. The part may be removed from the solution to check the progress, then re-submerged it for a thicker coating.



5. The tin-zinc electroplating process is complete when the piece is covered with a uniform dull gray film.

6. Once the part is removed from the solution, rinsed with water, and dried, the included polish is used to make it shine.



Source It

• The Eastwood Company
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★ EASTWOOD TECH TIP ★

To eliminate the three header collector bolts from vibrating loose, once tightened, strike the edge of the threaded bolt on top of the nut with a cold chisel. This willpeen over the last thread, eliminating the nut from vibrating loose but still allow removal.

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Correcting Timing for Power and Performance

♦ **The ignition systems** of street engines have to respond to two variables, engine speed and the load the engine is under. As the engine increases in speed the timing must be advanced—basically this is to make sure the maximum cylinder pressure occurs with the piston in the correct position on the power stroke. As the engine goes faster there's less time for that to happen so the mixture must be ignited earlier; in a conventional (non-computer controlled) ignition system that's the job of the mechanical advance.

A second variable in ignition timing occurs when the engine is under a light load and the fuel metering system provides a leaner mixture. A leaner mixture burns slower, so again the timing must be advanced and that is the function of the vacuum advance.

While vacuum advance units help mileage, today's fuels have complicated the issue. Engines can still benefit from the timing being advanced by a vacuum control, but less advance is required. Henry Olsen of Ole's Carburetor & Electric and Lars Grimsrud of Tuned by Lars Corvettes have found that vacuum units that over-advance timing cause

a variety of problems, including what they describe as "trailer hitching" or bucking and stuttering at cruising speeds, engine misfires, reduced mileage, and detonation under light acceleration.

One of the challenges to limiting the amount of vacuum advance is that most replacement units provide somewhere around 20 degrees of advance, which was fine in the days of leaded fuel but roughly twice what is now necessary. And while there are adjustable vacuum advance units on the market, most of them simply change the amount of vacuum that makes them function not the amount

of advance they provide.

Like many complicated problems Henry and Lars have come up with a simple solution to limiting vacuum advance with a device they call a vacuum advance corrector. Available for all GM points-style, T.I., and Unitized Ignition distributors, as well as selected non-HEI aftermarket units, advance correctors are easy to install and restrict the vacuum control to 10 to 12 degrees of advance. The limited advance will provide all the advantages that a vacuum control unit offers with none of the problems associated with too much advance.



♦ A vacuum advance unit alters the timing by rotating the plate the points (or the magnetic pickup) are mounted to. In most cases a standard vacuum control provides too much advance—the advance corrector limits the advance unit's travel. The corrector is held in place with the same screws that secure the vacuum advance to the distributor. Note the smaller slot that restricts the movement of the vacuum advance rod.

Source It

• Ole's Carburetor & Electric (650) 589-7377 olesautoparts.com

• Tuned by Lars Corvettes (303) 323-5745

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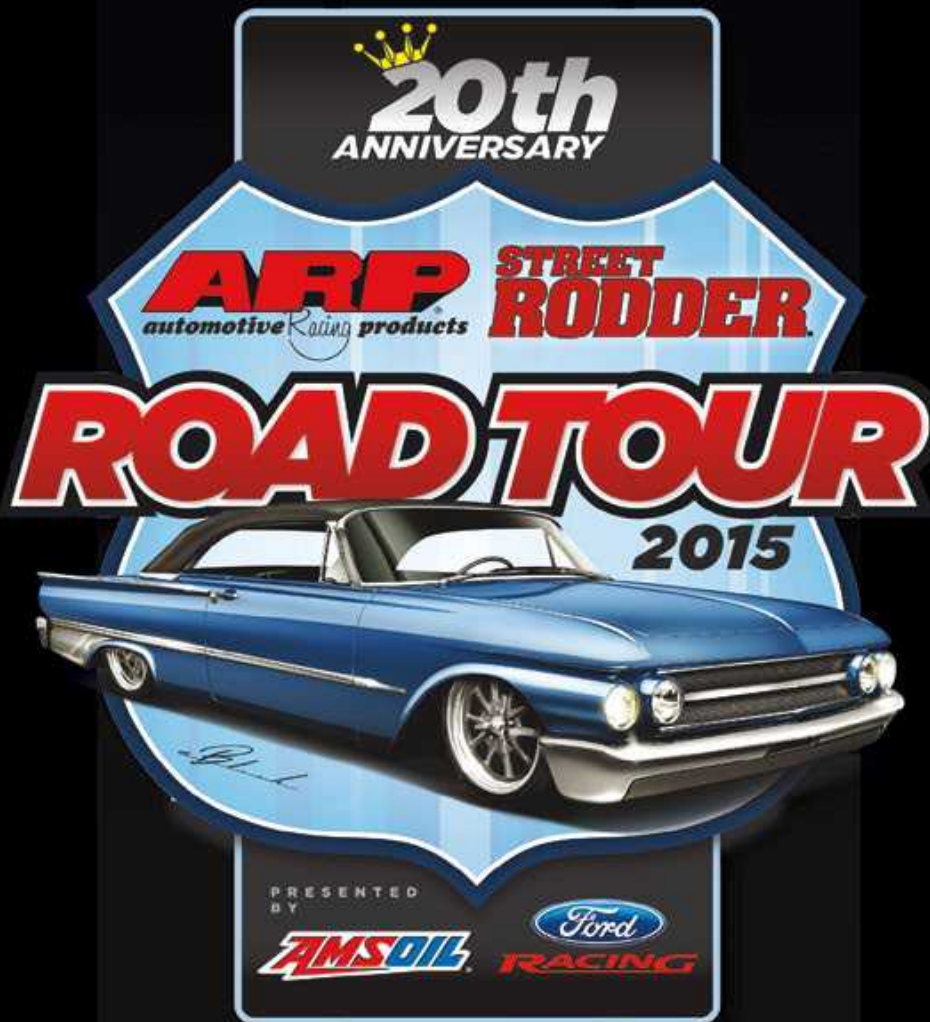
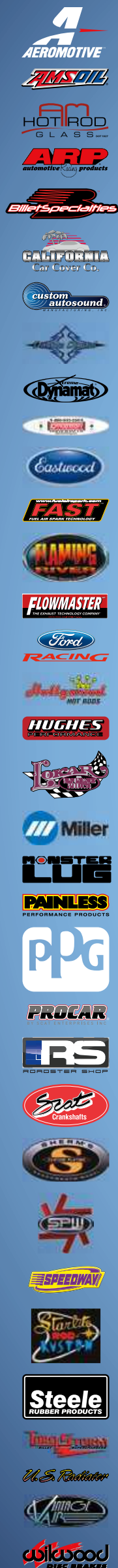
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[5] THE AUTOPALOOZA TOUR
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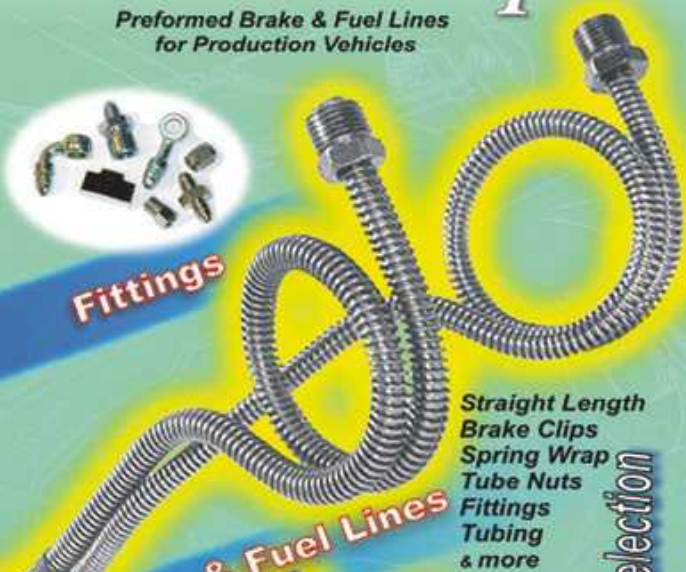
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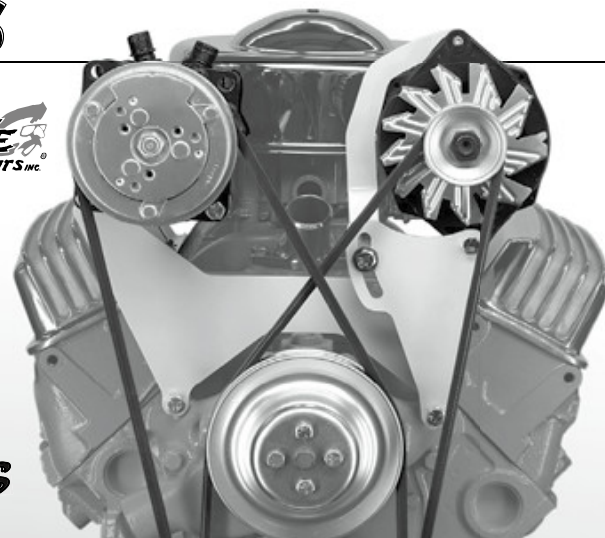
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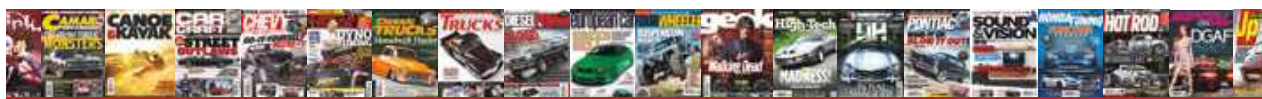
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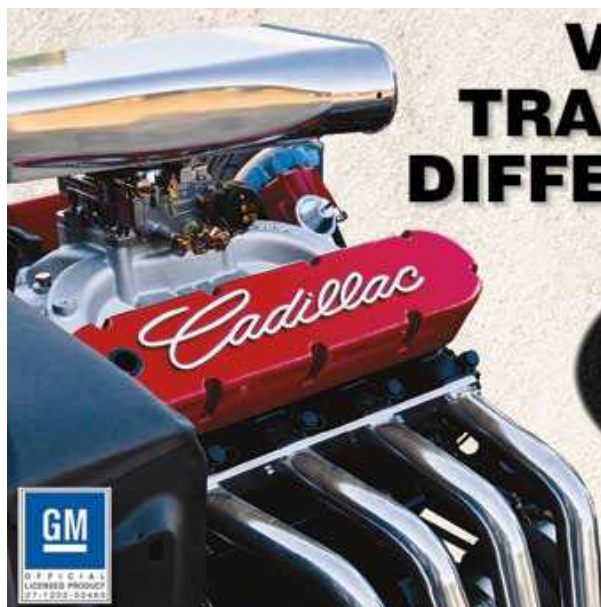


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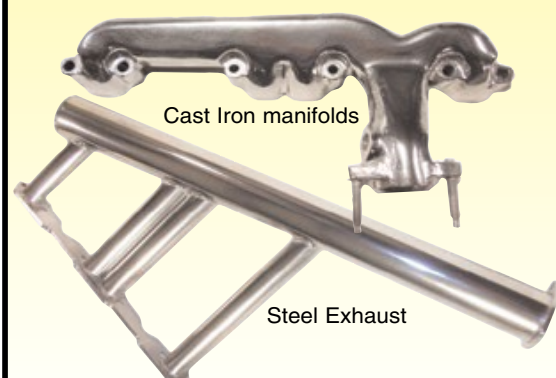
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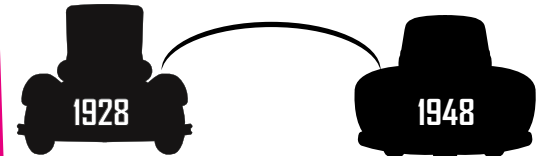
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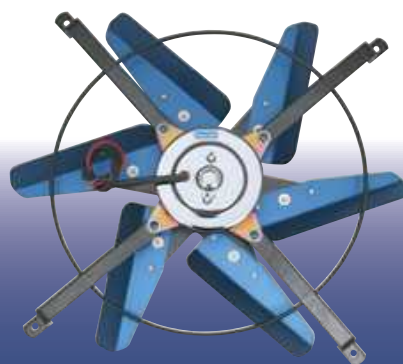
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BY RON COVELL

Custom Lighting Via Mini Headlights Installed into Your '41 Willys

◆ **Last month we** ran the first part of Joshua Pyle's question about installing Mini Cooper headlights and PT Cruiser taillights into 'glass '41 Willys fenders. The first stage is building "dams" onto the light assemblies, in preparation for laying up fiberglass to make a properly shaped light "bucket" to graft into the fenders. Now we'll continue with laminating the buckets against the dams.

If you've used paper to make the dams, cover them completely with tape, otherwise the 'glass will bond to the paper and it will be difficult to sand all the paper fibers from your laminated parts. If there are any small areas that you need to fill, you can use oil-based clay. Once all your work with the dams is completed, apply a mold-release agent to all the surfaces you'll be laminating against. Poly-vinyl alcohol (PVA) is a good mold release agent, and it's user-friendly because it washes off with water. I don't suggest using an oily or greasy material as a mold-release agent, since it can contaminate the surface of the 'glass, possibly causing problems with the adhesion of paint later on.

Now, you can cut the pieces of 'glass cloth, or mat to size, and start laminating them against the dams you've created. Try to get a fairly uniform thickness, everywhere and shoot for matching the thickness of the fender the tunnel will be installed in. After the 'glass has cured, the light assembly can be removed, and the tunnel inspected for any defects or thin spots, which should be corrected before continuing.

With the completed buckets in hand, you can prepare openings in the fenders to accept the buckets. You should take particular care here, since if the height, angle, or depth is even slightly different from one side to the



◆ This is a 'glass '41 Willys with Mini Cooper headlights fitted into the fenders.

other, everyone will see it, and it will haunt you for as long as you own the car. Position one side to your liking, then take very careful measurements so the other side can be positioned to match with precision.

With the opening cut in the fender, the bucket can be positioned. You have some latitude with the taillights, but the headlights need to be "aimed" fairly accurately, otherwise the light beams won't go where they

should. One way to hold the buckets into place is to use little L-shaped brackets made from sheetmetal; three or four brackets, held in place with small screws will hold the light securely as you check its position and angle. When you're completely happy with the position of the light in the fender, then the leading edge of the bucket can be trimmed to match the fender, and it can be bonded to the fender from the inside. Be sure to sand the inside of the fender before laying up more 'glass inside it—you want to be sure the material is clean, so you'll get a good bond.

One of the tricks I learned from Dick Williams of Poli-Form, one of the pioneers in the fiberglass street rod industry, is that you should build up a "balanced laminate" with fiberglass. To do this, after the bucket is bonded to the fender from the inside and the 'glass has cured, sand the outside of the bucket fender joint down a significant amount, and then build up another 'glass lamination from the outside. This way, the joint has new material on both the inside and outside, and it will make a much more durable bond than a joint bonded on one side only. After curing, this outside lamination will have to be sanded down flush to regain the proper contour. You can use a little plastic filler to fix any imperfections.

For more in-depth coverage of working with fiberglass, there is a great new DVD by Kevin Tetz. You can get more information at paintucation.com. Good luck with your project, and write again if you have further questions.

► You can email your questions to Professor Hammer at covell@cruzio.com, or mail to: Covell Creative Metalworking, 106 Airport Blvd., Suite 105, Freedom, CA 95019; you'll receive a personal reply. Ron Covell has made many DVDs on metalworking, and he offers an ongoing series of workshops across the nation. Check them out online at covell.biz, or call for a current schedule of workshops and a free catalog of DVDs. Phone (800) 747-4631, or (831) 768-0705. You'll also enjoy Ron's YouTube channel: youtube.com/user/covellron.

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